

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ & CO., AT NO. 81 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXVI, No. 6.]

FRIDAY, FEBRUARY 6, 1880.

[WHOLE No. 2,285, VOL. LIII.]

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, February 6, 1880.

### Sale and Reorganization of the Indianapolis, Cincinnati and Lafayette Railroad.

The sale of this road was made on Monday, the 2d inst., at Cincinnati by order of the United States Circuit Court to the Purchasing Committee of the bondholders, consisting of George Hoadley of Cincinnati, Henry Bates of Indianapolis, and George T. Bliss of Morton, Bliss & Co., New York. It was bid in for \$2,500,000 and \$1,000,000 in bonds deposited, until such time as the Court shall confirm the sale which is expected to be two months hence. The stock of the road was simultaneously stricken from the list at the Stock Exchange, although the stockholders claim that their rights and stock are not wiped out by this sale, but that the committee will be compelled to recognize them in the proposed reorganization under a new name, not yet decided upon.

The bondholders committee, however, assert that the stockholders' rights are forfeited since they failed to comply with their offer within the specified time which expired December 15th last. We were unable to learn either of the officers of the company or of the committee how many of the stockholders had assented to their plan, although they inform us that all but about \$5,000 of one issue and \$12,000 of another issue of the bonds have assented to the reorganization plan which was as follows:

The new company is to create a new consolidated mortgage for \$7,500,000, of which \$6,885,000 are to take up existing bonds. It is to raise \$615,000—all of which has been secured but about \$30,000—for the payment of back interest on 1867 First Mortgage bonds of \$2,800,000 on which about \$1,000,000 of coupons were overdue, of which the holders surrendered \$400,000. This \$615,000 was contributed in part by the 1869 bondholders who took 10 per cent of the amount of bonds of \$2,087,000 of these new bonds or \$208,700 and part by the funded debt bonds of 1873 of \$1,419,000, to the extent of 20 per cent of their bonds or \$283,800, leaving \$122,500 to have been contributed by the stockholders as follows: they to take 2 per cent of their stock in consolidated new bonds and received 6 per cent in new stock when issued for 2 per cent in cash. In other words 100 shares of stock would pay \$100 cash and receive \$300 in new stock and \$100 in new consolidated bonds. This new stock is to be \$100 par value and will not be issued for three months or more. The 1869 bonds and funded debt bonds are converted into common stock which is fixed at \$4,000,000, which added to the new consolidated bonds for \$7,500,000 will make the total liabilities of the new company \$11,500,000. When the Purchasing Committee's representatives were asked if the stockholders not assented by December 15th were now cut off from all benefits of the reorganization, they answered that they did not know how they

could come in unless they opposed the scheme which has not yet been done.

Well informed parties on the street, however, assert that there is an understanding by which the stockholders are to be protected, and there has been considerable purchasing of the stock recently upon this belief. As 60 days elapse before the sale is confirmed there is no doubt the modus operandi will soon be made manifest in action of some sort on part of stockholders. In the meantime there appears to be some mystery in the proceedings that the public is not informed of, which either the controlling stockholders or the purchasing committee might clear up without prejudicing their interests. It is confidently asserted on the Street that the old stock will yet sell at 15 to 20 by the knowing ones who are buying it. We are told by some of the outside stockholders that some action will be taken by them collectively within thirty days to protect the unassented stock.

### Justice at Last.

A THREE MILLION JUDGMENT TO BE ENFORCED AGAINST THE PENNSYLVANIA RAILROAD.

Notice was given on February 2d that the United States Circuit Court at Cincinnati would issue an order on the 5th inst., to enforce its decree rendered some months ago, to compel the Pennsylvania Railroad Company to pay the back rental of nearly \$3,000,000 due the Columbus, Chicago and Indiana Central Railroad Company. It is stated, but we do not hear on whose authority, that Col. Scott will appear and satisfy the judgment in question without further litigation. We hope this is true, for it is about time, after six years of default and litigation that this suit should be settled and the holders of C., C. & I. C. securities get their rights, of the justice and legality of which there has never been a shadow of doubt. It is also to be hoped this is the end of this apparently endless litigation for other and weightier reasons. This was really a test case, as it was the first in which a solvent railroad

like the Pennsylvania "laid down" on its unqualified agreement and trusted to its power and money to get rid of onerous obligations which it had voluntarily assumed for the purpose of coercing another competing road into compliance with its demands, upon the securing of which the original lease was repudiated.

Had not this agreement been sustained their would have been an end of all obligations of contract between corporations, and thereafter the stronger might abandon the weaker whenever it suited the interest of the managers of the former. There would have been nothing but honor to enforce an agreement between railroad corporations. This suit and its inexcusable history shows how little can be trusted to the honor of railroad managers. Hereafter we hope to be spared the spectacle of seeing stock and bondholders of weak and dependent corporations thus deprived of their rights without the shadow of law or excuse except in the interests or necessities of stronger corporations. It is to be regretted, however, that this example will encourage repetition for the sake of delay, for many a corporation can well afford the expense of prolonged litigation in a period of depression in order to shirk their obligations till more prosperous times as the Pennsylvania Railroad has done.

This class will also be encouraged by the scaling down of indebtedness under this "freezing out" of creditors which has been secured to the Pennsylvania Road by these six years' delay, besides the interest on this back rental which it has thus saved. The integrity of our judiciary, however, has been at last vindicated, and at a time when evidence of this was needed, in the face of the overgrowing power of these great railroad managers, whose irresponsibility to, and defiance of the public as well as of their creditors, is provoking the legislation, State and national, which these unscrupulous railroad autocrats are pleased, with an air of injured innocence, to term "hostile." It is just this sort of litigations and abuses of power that is calling down this popular retribution upon these railroad managers' heads, and Col. Scott should be the last man to complain after these six long years of wanton violation of an express contract and of the rights of bondholders, who were induced by him to purchase his indorsement of these C., C. & I. C. bonds.

#### Lake Superior Iron Trade.

The amount of iron ore produced in the Lake Superior Mining district in 1879, according to the Marquette Mining Journal, was 1,414,182 tons, valued at \$6,423,500. Adding the 89,583 tons of pig iron produced, the value amounts to \$7,413,115, against \$6,884,432 in 1878. There were 289,089 tons more ore produced in 1879 than in 1878. The output in 1879 was 246,803 tons greater than in 1878, the largest previous year, notwithstanding the fact that two of the largest mines show largely diminished figures, as compared with those of 1878. Of the output for 1879, 1,145,093 tons came from the mines of Marquette county,

and 269,089 tons from the Menominee range—the increase from the first being 118,245, and from the latter 170,844. It is yet too early to predict with any degree of accuracy the probable output of the present year. It is safe to say, however, that nearly all the mines are in a position to enlarge upon last year's figures; whether they will do so depends altogether upon the demand, to which there at present appears to be no end within the utmost possible limit of production. Should this demand take on a positive form in the shape of contracts for the season's delivery, a product of two million tons in 1880 is not to be considered among the impossibilities.

#### Atlantic and Pacific Railway Company.

The agreement between the Atchison, Topeka and Santa Fe and St. Louis and San Francisco Companies to jointly build a transcontinental extension over the route for which the latter, under the name of the Atlantic and Pacific Railroad Company, held the franchise, to the Pacific coast, was formally signed by the directors of both companies at a meeting held in this city on the 31st ult., and the following gentlemen were elected directors of the new company, which is to be known as the "Atlantic and Pacific Railway Company": Thomas Nickerson, E. F. Winslow, James D. Fish, Jesse Seligman, Frederick Butterfield, James Baker, Francis B. Hayes, William F. Buckley, T. J. Coolidge, George B. Wilbur, Isaac T. Burr, Charles T. Paine, and George C. Lord. The board subsequently elected Thomas Nickerson President, and E. F. Winslow Vice-President and General Manager. Messrs. J. & W. Seligman were appointed fiscal agents.

The St. Louis and San Francisco Company succeeded the original Atlantic and Pacific Company, which was organized under an act of Congress approved July 27, 1866, granting them a charter to build a road from St. Louis to the California coast. They surveyed a route through Missouri, the Indian Territory, New Mexico, and Arizona between the thirty-fifth and thirty-sixth parallels, and in California between the thirty-fourth and thirty-fifth parallels to within a short distance of the coast, along which it ran upward to San Francisco. The road was constructed, however, only as far as Vinita, Indian Territory. The South Pacific Railroad—originally the southwest branch of the Missouri Pacific—was consolidated with the Atlantic and Pacific Railroad October 25, 1870. It runs from Atchison, Kan., to Kansas City. In 1875 default was made in interest, and after sale by foreclosure the reorganized company took its present name. Its capital stock is \$21,642,100, and its funded debt \$5,292,000. The Atchison, Topeka and Santa Fe Company was originally organized Feb. 11, 1859, and was reorganized March 3, 1863. Its road extends from Atchison, Kan., to Albuquerque, in New Mexico, on the Rio Grande, and it has numerous branches and leased lines running in every direction, including a branch to Leadville from Pueblo, now being constructed. Its capital, according to the latest report, was \$8,615,000, and its funded debt \$14,588,500.

Under the terms of the recent contract, the two companies continue to preserve a separate identity, under separate management, but the

St. Louis and San Francisco Company cedes to the Atchison, Topeka and Santa Fe Company one-half its rights under the Atlantic and Pacific franchise from Albuquerque to San Francisco, the latter agreeing to furnish half the funds necessary to build the line between those points, and a new company, composed half of directors of one company and half of those of the other, has been formed to manage this in the interests of both. There are, consequently, three separate companies in the scheme, all working in harmony together, for the purpose of securing a share of the transcontinental traffic now monopolized by the Union and Central Pacific Companies. If either has any advantage, it may be said to be the Atchison, Topeka and Santa Fe, which has secured the presidency of the new company in the person of one of its directors.

It is the purpose of the St. Louis and San Francisco Company to build an extension at once from Pierce City, Mo., to Wichita, Kan., 230 miles long, and thus avoid passing through the Indian Territory. The Atlantic and Pacific extension will be begun at both ends on March 1. The contracts are already given out. As about 1,000 miles of road will have to be constructed, it is expected that the work will require from two to three years to complete. The combination will then have about 2,250 miles of road under their joint control, with ample Eastern connections via the Chicago and Alton, Chicago, Rock Island and Pacific and other lines to the western termini of the Baltimore and Ohio, New York, Lake Erie and Western, and Pennsylvania trunk lines. The money needed—\$25,000,000—has all been provided for. New stock to this amount is to be issued, which is to be placed in the hands of Trustees to hold until the completion of the line. One of these Trustees has already been selected in the person of Mr. John A. Stuart, President of the United States Trust Company. The other will be chosen hereafter. Both roads have large land grants from the General and State Governments.

#### Three More Railroads Added to the Wabash System.

The reported purchase by the Wabash, St. Louis and Pacific Railroad Company of the East St. Louis and Carondelet, Sycamore and Cortland, and Chicago and Iowa Railroads has been confirmed by one of the directors of the former company.

The East St. Louis and Carondelet Railroad, which is better known as the "Conlogue Road," runs from East St. Louis to a point on the Illinois shore of the Mississippi opposite Carondelet—nine miles—where it connects, by means of a steam ferry, with the Vulcan Iron Works, and via the Iron Mountain and Atlantic and Pacific Roads, with the speculum ore region of Southeast Missouri, and the hematite ore region of Southwest Missouri. The "Conlogue Road" has been feeding the Wabash system with iron ore for some time past, and vast quantities have already been shipped over it eastward to Pittsburg and other points.

The Sycamore and Cortland Railroad runs between the towns which give the company its name—a fraction over four miles. It is intended to extend it northwardly to Portage City, Wis., by way of the Chicago and Iowa Railroad, which runs from Aurora, to Foreston, 80 miles, and to build southwardly from Aurora



to Joliet, and thence to Logansport, where it will tap the Wabash Railroad. At Portage City connection will be made with the Wisconsin Central lines, thus opening to the Wabash system the mines of the Lake Superior region and the granaries of Minnesota. The money has already been set apart to build from Aurora to Joliet, and work is to begin on this section at once. The real and only object of the purchases is, it is said, to complete the Wabash system as originally projected.

The capital stock of the Chicago and Iowa Railroad Company was, at last report, \$1,328,000; its funded debt \$1,750,000, and its floating debt \$100,000. The capital stock of the Sycamore and Cortland Company was \$40,000, and its funded debt \$20,000. The capital stock of the East St. Louis and Carondelet Company was \$300,000, its funded debt \$200,000, and its floating debt \$30,000.

#### Death of an Eminent Banker.

The death of the late Stewart Brown, of the great banking house of Brown, Brothers & Co., occurred on Friday last at his residence in this city in the 79th year of his age. His funeral was largely attended on Monday by the most prominent bankers and merchants in New York. The banking house of the firm was closed for his death and burial, so far as it is possible in the nature of their business. In this connection the history of this house which has come to be known the world over by its extended business, is of general interest.

About 1798 Alexander Brown, a linen merchant, came to this country and settled in Baltimore, where he established a linen house. As his sons became of age they were taken into their father's business, and the firm was changed to Alexander Brown & Sons. In order to extend their business branch houses were established. William Brown, the oldest son went to Liverpool in 1809, and attained great success there. Soon afterwards, the next two sons, George and John A., established houses in Philadelphia and Boston. James, who died in November, 1877, came to New York to establish the present house in this city, although at first the linen business was continued. The intention from the start was to change it to the present system of banking. This occurred about 1827.

From the time the house was established it has been one of the most prominent firms of the city. During the panic of 1837 the firm held American bills for a very large amount. This included £800,000 of protested paper, and engagements were to be met in England amounting to nearly \$10,000,000. The resources of the firm were largely invested in American securities which were not available at that time. This rendered it almost impossible to draw bills or remit specie to England, while the panic prevailed in Europe as well as in this country. At this crisis the English branch of the firm succeeded in securing a loan from the Bank of England sufficient to meet all the engagements in this country. Securities to the amount of \$25,000,000 were deposited. In six months' time the whole sum was returned to the Bank of England. This gave the firm a reputation for business ability

and integrity which has enabled it since to overcome every obstacle, and extend its business until it has its correspondents in every commercial center of the globe. Among the main features of its business was the purchasing of bills of cotton, and thus the Southern cotton trade was stimulated enormously in its infancy.

#### Compromise of a Railroad Suit.

The contest between the Denver and Rio Grande and the Atchison, Topeka and Santa Fe Railroads, for right of way through certain canons leading to Leadville as the objective point, has been settled both by a decision of the Supreme Court of the United States, and by a compromise between the companies, which will be affirmed it is understood by the Court in question.

The decision was rendered in favor of the Denver and Rio Grande Railway Company against the Canon City and San Juan Railway Company upon a petition for a writ of mandamus.

The compromise is as follows: first the lease is to be abrogated and the papers canceled, and the stocks of the two companies are to be re-exchanged; second, the receivership into which the Denver and Rio Grande Company was thrown during the litigation is to be terminated; third, all litigation is to stop, and each company is to pay its own bills for counsel fees and costs of court; fourth, the Leadville line throughout is to become the property of the Denver and Rio Grande Company on payment of the original cost of construction and equipment, plus \$400,000 in cash; fifth, all unused material provided for the Leadville line is to be taken by the Denver and Rio Grande Company at a fair present price; sixth, the Denver and Rio Grande Company is to stop its Pueblo and St. Louis line altogether, and its extension in New Mexico about half way between Conejos and Santa Fe; seventh, the Atchison, Topeka and Santa Fe Company is not to build to Denver or Leadville, or to any other point on or west of the Denver and Rio Grande Road, but is to stop at Pueblo. In consideration thereof it is to receive one-half of the Leadville, San Juan, and other southern business from the Denver and Rio Grande Road at that point, and also at the same point and-fourth of the Denver trade with the Missouri River and eastern points. The Atchison, Topeka and Santa Fe Company, however, reserve the right to build a line of about 33 miles to their coal mines in Colorado, for coal trains only for their own use and sale down the Arkansas Valley; eighth, the agreement is to last ten years, and a decree of court is to be entered forthwith by Judge McCrary to protect the settlement; ninth, the decision of the Supreme Court is not to affect the agreement one way or the other.

#### St. Louis, Alton and Terre Haute Railroad.

The final decree of the United States Circuit Court in the case of the St. Louis, Alton and Terre Haute Railroad Company against Samuel J. Tilden and others was filed on the 31st ult. in the office of the clerk of the court. The order of settlement is dated January 2, 1880, and Judge Blatchford's decree affirming it is dated January 20th. The order says:

"Now, therefore, this agreement witnesseth that for and in consideration of the terms and for the purpose of carrying into effect the proposed settlement, the said railroad company, complainant herein, waives an accounting on the part of the defendants, and the defendants, on their part accept indemnification by the complainants, and reduce the amount of their claim for compensation, and the defendants, Butler and Tilden, having transferred and delivered to said company \$200,000 in amount of said securities, or an equivalent, and the defendants, Sage and Bayard, having heretofore transferred a similar amount, the said company hereby accepts the said delivery in full satisfaction of such claims and for an accounting,

and hereby releases and discharges the said defendants from and of all claims and demands by reason of the matters alleged in the said bill of complaint herein and hereinabove recited.

#### Wall Street Notes.

We call attention to the advertisement of Messrs. Sheldon & Wadsworth in our column of bankers, from which it will be seen that they are offering several first class first mortgage bonds of railroads at prices which are inducements to investors. Among them are the Utah and Pleasant Valley first 7 per cents, due in 23 years, upon a completed coal road and mines already developed and operated, at the rate of \$15,000 per mile only, the stock of which is selling at 75, while the bonds are nearly taken, a few only, remaining, at 90 and interest.

Messrs. Amerman & Burwell, fiscal agents of the St. Louis, Hannibal and Keokuk Railroad, are understood to have refused an offer from a German banking house of 87½ for the entire issue, remaining unsold, of the first mortgage bonds of said road, as they will accept nothing less than 90 and interest, and will soon advance the price to 95 and interest.

The old and well known banking house of Messrs. Sheldon & Wadsworth, No 10 Wall Street, admitted Mr. George R. Sheldon, son of the senior partner, to the firm on February 1st. The younger Mr. Sheldon has lately graduated from college and thus enters business for the first time.

Mr. John W. Amerman, senior member of the firm of Messrs. Amerman & Burwell, 16 Broad Street, was admitted to the Stock Exchange as a member, on Friday last, upon the payment of \$1,000 initiation fee and the purchase of a seat for \$16,000. This is said to be the highest price yet paid for a seat in the Stock Exchange.

The new line of steamers lately established between this City and Leith, have made a contract with one iron firm in the latter city to bring 100,000 tons of pig iron and rails to New York the coming season.

The West Conshohocken Stone Quarry Co., Pa., are doing a large business, and have found it necessary to have erected a large Track Scale of Riehle Bros., Phila., make capacity 80,000 lbs. This scale takes the place of one of an eastern make, and is the same as erected at the Warwick Iron Co., Pennsylvania Railroad Co. Elevators, I. P. Morris Co., Phoenix Iron Co., and others, where they have been in use several years and it is claimed they work as accurately as when first put up. This firm is very busy.

The Wilmington (Del.) Every Evening says that the Worthington pump at the City Mill ran 24 days, making 409½ hours and raising to Cool Spring Reservoir 102,835,840 gallons, which shows an increase of 4,829,000 gallons over the corresponding period of last year. The Worthington pump No. 2 at Cool Spring, ran 27 days, making 201¾ hours and raising 7,795,709 gallons to Rodney street reservoir.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Bryan and Baltimore Railroad Company running from Delaware Bend in Defiance county, thence into Williams county to Bryan; capital, \$100,000, in shares of \$25 each, by A. C. Ashton and others.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,500,000	J. & J.	Jan. '80 24	Louisv. Cin. and Lex. .... 50	1,623,483	J. & J.	July '69 3	Ware River* ..... 100	776,000	J. & J.	Jan. '80 31
Ashuelot ..... 100	210,000	Oct. '79 14		Louisville & Nashville. .... 100	9,052,960	F. & A.	Feb. '80 3	Warren (N. J.) ..... 100	1,800,000	A. & O.	Apl. '79 31
Atch. Pop. & Santa Fe. .... 100	10,409,300	Feb. '80 3		Louisv. N. Alb. & Ohio. .... 100	8,000,000	J. & D.	Dec. '70 3	Warwick Valley ..... 100	223,000	J. & J.	July '79 31
Atlanta and West Point. .... 100	1,232,200	July '79 4		Lowell and Andover ..... 100	500,000	J. & J.	Jan. '80 24	Westchester & Phil. pref. .... 100	821,300	J. & J.	Jan. '80 2
Atlantic and Gulf guar. .... 100	786,476	M. & N.	Nov. '73 34	Lowell and Lawrence ..... 100	200,000	A. & O.	Apl. '78 2	West Jersey ..... 100	1,559,750	F. & A.	Nov. '79 2
Atlantic and St. Law. .... 100	5,000,000	M. & S.	Sept. '79 3	Lykens Valley ..... 100	600,000	F. M. A. N.	Feb. '79 24	Wilmington & Weldon. .... 100	1,485,300	J. & D.	Nov. '79 3
Augusta and Savannah. .... 100	1,022,900	J. & D.	June '79 34	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '79 5	Winchester & Potomac* .... 100	180,000	J. & J.	Jan. '79 3
Avon, Genesee & M. M.* .... 100	225,000	A. & O.	Jan. '78 3	Marionetta & Cincinnati. .... 50	1,408,912	—	—	Winchester & Strasburg* .... 100	500,000	J. & J.	Jan. '80 3
Baltimore and Ohio. .... 100	14,216,000	M. & N.	Nov. '79 4	" 1st pref. .... 50	8,130,719	M. & S.	Sep. '66 3e	Worcester and Nashua. .... 75	1,789,800	J. & J.	July '79 2
" " pref. .... 100	4,569,578	J. & J.	Jan. '80 3	" 2d pref. .... 50	4,460,388	M. & S.	Sep. '66 3e				
Washington Br. .... 100	1,660,000	A. & O.	Oct. '79 5	Massachusetts* ..... 100	400,000	F. & A.	Feb. '80 11				
Berkshire* ..... 100	600,000	quarterly	Apl. '79 14	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Albany City ..... 100	110,300	—	—
Boston and Albany ..... 100	20,000,000	M. & N.	Nov. '79 4	Metropolitan Elevated. .... 100	6,500,000	quarterly	Jan. '80 24	Baltimore City ..... 25	1,000,000	quarterly	Jan. '80 3
Bos. Cin. F. & N. Bed. .... 100	1,237,000	—	—	Michigan Central ..... 100	18,738,204	F. & A.	Feb. '80 4	Balt., Cat. & El. Mills. .... 100	2,200,000	J. & J.	Apl. '79 2
" " pref. .... 100	1,760,100	—	—	Middlesex Central. .... 100	2,136,486	F. & A.	Feb. '80 3	Boston & Chelsea pref. .... 100	2,200,000	A. & O.	Apl. '79 2
Agricultural Br. guar. .... 100	60,000	J. & D.	June '78 3	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 6	Broadway (Brooklyn). .... 100	200,000	J. A. J. O.	Apl. '78 4
Bost. Conco. & Mont. pref. .... 100	800,000	M. & N.	Nov. '79 3	M. Hill & Schuyl. Hav.* 50	3,556,450	J. & J.	Jan. '80 34	Broadw. & 7th Av. (N.Y.) .... 100	4,100,000	J. A. J. O.	Apl. '79 24
Boston and Lowell. .... 100	3,250,000	J. & J.	Jan. '80 2	Mobile & Montgomery. .... 100	2,794,800	F. & A.	Feb. '80 24	Brooklyn & Hunter's Pt. .... 100	400,000	A. & O.	Apl. '79 2
Boston and Maine. .... 100	6,921,274	M. & N.	Nov. '79 3	Morris and Essex* ..... 50	15,000,000	J. & J.	Jan. '80 34	Brooklyn City ..... 100	2,000,000	F. M. A. N.	Aug. '79 31
Boston and Providence. .... 100	4,000,000	M. & N.	Nov. '79 3	Mt. Carbon & Pt. Carbon. .... 50	282,350	J. & J.	Jan. '80 6	Bushwick (Brooklyn). .... 100	309,000	J. & J.	July '79 31
Attleborough Branch. .... 100	151,700	J. & J.	Jan. '80 34	Nashua and Lowell. .... 100	800,000	M. & N.	Nov. '79 3	Cambridge ..... 100	875,000	J. A. J. O.	Oct. '79 4
Bost. Revere B. & Lynn. .... 100	249,200	J. & J.	Jan. '80 3	Nashua and Rochester. .... 100	1,305,800	A. & O.	Oct. '79 11	Gen. Park, N. & E. Riv. .... 100	1,068,400	J. & J.	Jan. '79 3
Buffalo, N. Y. and Erie* .... 100	950,000	J. & D.	June '79 3	Nashville and Decatur. .... 100	1,529,000	J. & D.	June '79 3	Citizens' (Phila.). .... 50	500,000	J. & J.	Jan. '78 10
Burl. & Mo. Riv. in Neb. .... 100	8,837,800	quarterly	Feb. '80 2	Nash., Chat. & St. Louis. .... 100	5,675,256	A. & O.	Oct. '79 14	Citizens' (Pbg.). .... 50	200,000	M. & N.	Nov. '77 10
Camden and Atlantic. .... 50	877,400	quarterly	Jan. '77 2	Naugatuck ..... 100	2,000,000	J. & J.	July '79 5	Coney Island & Brookl. .... 100	500,000	—	—
" " pref. .... 50	888,311	quarterly	Nov. '79 31	Nesquehoning Valley* .... 50	1,000,000	M. & S.	Sep. '79 31	Continental (Phila.). .... 100	180,000	J. & J.	Jan. '80 5
Camden & Burl. Co. .... 100	381,425	J. & J.	Jan. '80 3	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 24	D. Dock, E. B'dw. & Bat. .... 100	1,200,000	F. M. A. N.	May '79 2
Carpa May and Millville* 50	447,000	J. & D.	June '79 5	N. Haven & Northamp. .... 100	605,000	quarterly	Oct. '74 3	Elizabeth Avenue (N.Y.). .... 100	1,000,000	F. & J.	Jan. '79 6
Catawissa* ..... 50	1,159,500	Oct. '79 31		New London Northern* .... 100	1,418,300	quarterly	Oct. '79 14	Elizabeth and Newark. .... 100	200,000	—	—
" " pref. .... 50	2,200,000	M. & N.	Nov. '79 31	N. Y. Cen. & Hudson R. .... 100	89,428,380	quarterly	Jan. '80 2	42nd St. & G. St. Ferry. .... 100	748,000	M. & N.	May '79 6
" 2d pref. .... 50	1,000,000	M. & N.	Nov. '79 31	New York and Harlem. .... 100	8,500,000	J. & J.	Jan. '80 4	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Oct. '79 2
Cayuga and Seneca* ..... 50	889,116	J. & J.	Jan. '80 4	" " pref. .... 100	1,500,000	J. & J.	Jan. '80 4	Germantown (Ph.) ..... 50	1,000,000	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.* 100	6,850,400	F. M. A. N.	Feb. '80 1	" " City Line. .... 100	2,000,000	—	Apl. '79 3	Girard College (Ph.) ..... 50	500,000	J. & J.	July '71 3
" " pref. .... 100	769,600	F. & A.	Feb. '80 34	New York & Long Br.* 100	2,000,000	—	—	Grand St. and Newton. .... 100	170,000	J. & J.	July '72 3
Central of Georgia. .... 100	7,000,000	J. & D.	June '79 24	New York Elevated. .... 100	6,000,000	quarterly	Jan. '80 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central of New Jersey. .... 100	18,563,200	quarterly	Apl. '79 24	N. Y. Lake Erie & West. .... 100	77,107,700	—	—	Heston, Mantau & Fairm. .... 50	2,050,000	J. & J.	Jan. '75 14
Central Ohio* ..... 50	2,425,000	J. & J.	Jan. '80 3	" " pref. .... 100	8,146,700	J. & J.	July '79 5	Highland ..... 100	100,000	A. & O.	Oct. '79 24
" " pref. .... 50	400,000	J. & J.	Jan. '80 3	N. Y., N. H. & Hartf. .... 100	15,500,000	J. & J.	July '79 5	Lomb. & South Sta. (Ph.) 25	105,000	A. & J.	Oct. '79 24
Central Pacific ..... 100	54,275,000	quarterly	Feb. '80 3	N. Y., Provid. & Boston. .... 100	3,000,000	quarterly	Feb. '80 2	Lynn and Boston ..... 100	200,000	—	—
Chester* ..... 100	380,000	quarterly	Oct. '79 14	Ning. Bridge & Omand* 100	1,000,000	J. & J.	July '79 8	Malden and Melrose ..... 100	200,000	—	—
Chester, preferred ..... 100	2,155,300	J. & J.	Jan. '80 1	North Carolina* ..... 100	4,000,000	M. & S.	Mar. '78 8	Metropolitan (Boston). .... 50	1,500,000	J. & J.	Jan. '80 4
Chicago and Alton ..... 100	10,065,400	M. & S.	Sept. '79 3	N. Eastern (S.C.) pref. .... 100	90,000	M. & N.	Nov. '77 4	Middlesex (Boston). .... 100	400,000	M. & N.	Feb. '80 4
" " pref. .... 100	2,425,400	M. & S.	Sept. '79 34	North Pennsylvania ..... 50	4,527,150	quarterly	Nov. '79 11	N. Y., Bay Ridge & Jam. .... 100	102,540	—	—
Chicago, Burl. & Quincy. .... 100	80,928,300	M. & S.	Dec. '79 2	Northern Central ..... 50	5,842,000	A. & O.	Apl. '78 8	Ninth Avenue (N.Y.). .... 100	797,320	—	—
Chi. Cin. Dub. & Minn. .... 100	6,156,000	A. & O.	Apl. '79 32	Northern N. Hampsh. .... 100	3,068,400	J. & D.	Dec. '79 24	Orange and Newark. .... 100	282,555	—	—
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '80 5	Northern New Jersey* .... 100	1,000,000	J. & J.	July '77 2	People's (Phila.). .... 25	206,054	—	—
Chi. Mil. and St. Paul. .... 100	15,404,281	A. & O.	Oct. '79 2	Norwich & Worcester* .... 100	2,604,400	J. & J.	Jan. '80 5	Philadelphia City ..... 50	475,900	J. & J.	Jan. '80 5
" " pref. .... 100	12,279,483	A. & O.	Oct. '79 34	Ogden & L. Champ. .... 100	5,077,000	J. & J.	July '79 2	Philadelphia and Darby ..... 200,000	J. & J.	July '77 2	
Chicago & N. Western. .... 100	14,988,800	J. & D.	Dec. '79 3	" " pref. .... 100	2,000,000	A. & O.	Apl. '78 4	Phila. and Gray's Ferry ..... 50	284,775	J. & J.	Jan. '78 2
" " pref. .... 100	22,026,603	quarterly	Dec. '79 11	Ohio and Mississippi. .... 100	20,000,000	quarterly	Mar. '75 34	Pbg. Alleg. & Manchester ..... 50	200,000	quarterly	Apl. '78 2
Chicago, R. I. & Pacific. .... 100	20,980,000	quarterly	Feb. '80 2	Old Colony ..... 100	4,030,000	J. & D.	Jan. '80 3	Second Avenue (N.Y.). .... 100	1,199,500	J. A. J. O.	Apl. '78 2
Cin. Ham. & Dayton. .... 100	3,500,000	A. & O.	Apl. '79 2	Old Colony ..... 100	6,735,800	J. & J.	Jan. '80 3	Second & Third St. (Ph.) 40	942,100	quarterly	Jan. '79 2
Cin. Sand. & Cleve. pref. 50	429,037	M. & N.	Nov. '73 4	Oswego and Syracuse* .... 100	482,400	F. & A.	Aug. '79 14	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Clev. Col., Cin. & Ind. .... 100	14,991,800	F. & A.	Feb. '80 2	Panama ..... 100	7,000,000	quarterly	Feb. '80 4	Sixth Avenue (N.Y.). .... 100	750,000	M. & N.	Nov. '77 5
Cleveland & Mahoning* 50	2,057,560	M. & N.	Nov. '79 3	Paterson and Hudson* .... 100	632,000	J. & J.	Jan. '80 4	Somerville (Boston) ..... 100	113,000	M. & N.	Nov. '79 3
Cleveland & Pittsburgh* 50	11,236,150	quarterly	Dec. '79 14	Paterson and Newark* .... 100	250,000	J. & J.	Jan. '80 4	South Boston ..... 50	480,000	J. & J.	Jan. '80 3
Columbus and Xenia* ..... 100	1,786,200	M. J. S. D.	Sept. '79 2	Paterson and Ramapo* .... 100	248,000	J. & J.	Jan. '80 44	Third Avenue (N.Y.). .... 100	2,000,000	F. M. A. N.	May '79 4
Colum. & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '80 4	Pembler & Hightstown* 50	342,150	J. & J.	July '78 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '79 4
Concord ..... 100	1,500,000	M. & N.	Nov. '79 3	Pennsylvania ..... 50	68,370,200	M. & N.	Nov. '79 24	23d street (N.Y.). .... 100	600,000	J. & J.	Jan. '79 4
Concord and Porta. .... 100	350,000	J. & D.	Dec. '79 3	Peoria & Bureau Val. .... 100	1,300,000	F. & A.	Aug. '79 4	Union (Boston) ..... 100	374,300	J. & J.	Jan. '80 5
Conn. & Passaic Riv. I. .... 100	2,175,700	F. & A.	Feb. '80 1	Philadelphia and Erie* .... 50	6,004,300	J. & J.	Jan. '75 4	Union (Phila.). .... 50	400,000	J. & J.	Jan. '80 5
Conn. & Passaic Riv. II. .... 100	2,175,700	F. & A.	Feb. '80 1	" " pref. .... 50	2,400,000	J. & J.	Jan. '75 4	West Philadelphia. .... 50	400,000	J. & J.	July '77 10
Connecticut River ..... 100	2,175,700	J. & J.	Jan. '80 4	Phil. Ger. & Norristown* 50	1,626,250	M. J. S. D.	Dec. '79 3				
Cumberland Valley ..... 50	1,292,950	J. A. J. O.	Oct. '79 24	Philadelphia & Reading ..... 100	32,728,376	quarterly	July '78 34				
" " 1st pref. .... 50	243,000	A. & O.	Oct. '79 4	" " pref. .... 100	1,551,800	quarterly	July '78 34	Chesapeake & Delaware ..... 50	1,983,563	J. & D.	June '75 2
" " 2d pref. .... 50	243,000	A. & O.	Oct. '79 4	Phila. and Trenton* .... 100	1,259,100	quarterly	Jan. '80 24	Delaware Division ..... 50	1,633,350	F. & A.	Feb. '74 4
Danbury and Newrie. .... 50	600,000	quarterly	Mar. '78 1	Phila., Wil. & Balt. .... 100	11,572,760	J. & J.	Jan. '80 4	Delaware and Hudson. .... 100	30,000,000	F. & A.	Aug. '78 4
Dayton & Michigan* ..... 50	2,401,528	A. & O.	Oct. '79 14	Pitts., Ft. W. & Chi.* .... 100	19,714,285	quarterly	Jan. '80 14	Delaware and Raritan* .... 100	5,847,400	quarterly	Jan. '80 24
" " pref. .... 50	1,230,940	J. & J.	July '79 8	" " Special Imp. .... 100	650,300	quarterly	Jan. '80 14	Lehigh Coal & Navigat. .... 50	10,848,550	J. S. D. M.	Sept. '76 14
Delaware ..... 100	1,500,000	quarterly	Aug. '79 14	Pittsfield & N. Adams. .... 100	160,000	J. & J.	Jan. '80 2	Monongahela Navigat. .... 50	1,005,500	J. & J.	July '79 6
Del. & Bound Brook* .... 100	25,200,000	quarterly	July '79 24	Portl., Saco & Portsmouth. .... 100	1,500,000	J. & J.	Jan. '80 3	Morris (consolidated). .... 100	1,025,000	F. & A.	Feb. '78 2
Del., Lackaw. & West. .... 100	2,508,300	F. & A.	Aug. '79 3	Profile and Franconia. .... 100	1,500,000	J. & J.	Oct. '79 4	" (preferred) ..... 100	1,175,000	F. & A.	Feb. '78 5
Detroit, Lape. & N. pref. 100	5,000,000	A. & O.	Oct. '79 2	Providence & Worcester. .... 100	2,000,000	J. & J.	Jan. '80 3	Pennsylvania ..... 50	4,337,950	—	—
Dubuque & Sioux City* .... 100	1,309,200	J. & J.	Jan. '80 3	Republic Valley ..... 100	358,000	quarterly	Jan. '80 2	Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 70e
East Pennsylvania* ..... 50	392,950	J. & J.	Jan. '80 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '80 4	" (ref.) 50	2,895,977	annually	A. '79 140e
East Mahanoy* ..... 50	1,983,274	J. & J.	May '79 3	Rhode Island & Mass. .... 100	175,575	J. & J.	Nov. '79 3				
East Tenn. Va. & Ga. .... 100	4,997,000	J. & J.	July '79 3	Richmond & Petersburg. .... 100	1,008,000	J. & J.	Jan. '79 2	MISCELLANEOUS.			
Eastern (Mass.) ..... 100	492,500	J. & D.	Dec. '79 3	Roeb. & Genesee Val.* 110	555,200	J. & J.	Jan. '79 3	Adams Express ..... 100	12,000,000	quarterly	Dec. '79 2
Eastern (N.H.) ..... 100	2,75,000	—	—	Rome, Watert. and Ogd. .... 100</							



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atchison, Top. &amp; San. Fe:</b>													
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	235,793	204,447	2,486,589
1877.....	134,564	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,829	438,583	340,932	3,950,268
1879.....	315,985	332,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
<b>Burlington, Cedar Rapids and Northern:</b>													
1877.....	73,964	68,094	73,194	73,435	71,605	69,357	73,309	113,635	194,226	171,533	138,985	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.....	117,363	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,999
<b>Central Pacific:</b>													
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,564,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,060,976
1878.....	1,110,988	980,529	1,239,592	1,529,254	1,580,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,433,917	17,607,451
1879.....	1,020,758	1,070,759	1,320,346	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
<b>Chicago and Alton:</b>													
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,233	489,019	395,779	369,311	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,999	374,351	4,960,529
1878.....	351,008	325,047	345,454	339,385	311,266	358,982	305,927	491,798	480,933	445,597	391,616	316,799	4,464,343
1879.....	301,673	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879.....	341,075	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,453	654,286	597,143	534,873	5,745,880
<b>Chicago and Northwestern:</b>													
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,859	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,538,653
1879.....	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,587,000	1,312,300	16,084,778
<b>Chicago, Burl. &amp; Quincy</b>													
1877.....	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879.....	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1876.....	527,546	517,113	567,644	650,961	819,562	877,693	685,370	569,775	645,831	817,259	765,230	610,289	8,054,171
1877.....	403,882	468,570	514,783	607,141	688,223	555,610	677,050	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879.....	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,998	292,631	234,343	3,676,458
1877.....	229,368	252,245	257,214	292,778	291,483	327,131	296,990	355,271	321,367	335,975	297,056	287,459	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
<b>Denver and Rio Grande:</b>													
1877.....	43,270	40,189	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
<b>Hannibal &amp; St. Joseph:</b>													
1877.....	122,796	133,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	230,000	174,749	136,492	2,014,867
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879.....	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
<b>Illinois Central:</b>													
1876.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1877.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,989
1878.....	460,656	459,123	477,103	430,557	464,523	482,168	474,086	666,605	791,512	791,912	597,060	544,543	6,639,849
1879.....	624,659	541,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879.....	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,665	7,976,703
<b>Kansas Pacific:</b>													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,849	346,661	395,361	364,188	258,107	3,294,549
1878.....	189,456	172,995	275,232	279,468	271,491	223,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,006
1879.....	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1876.....	1,163,564	1,087,518	1,287,841	1,275,664	1,100,143	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,380,371	14,434,190
1877.....	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,238	1,020,615	1,197,992	1,350,984	1,318,194	1,132,314	1,061,777	13,949,177
1878.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1879.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,231,507	1,163,631	13,979,766
<b>Mo., Kan. &amp; Texas:</b>													
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,596	288,469	242,568	2,981,679
1879.....	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	368,086	380,028	3,343,373
<b>New York, Lake Erie &amp; Western:</b>													
1877.....	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878.....	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,157,691	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,206,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
<b>Philadelphia and Reading:</b>													
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,328	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,241
<b>St. Louis, I. Mt. &amp; South'n:</b>													
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878.....	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879.....	334,029	339,950	352,580	314,210	303,223	231,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
<b>St. Louis, Kans. C. &amp; North'n:</b>													
1876.....	246,099	282,879	271,230	236,237	236,0								



## NATIONAL AND STATE SECURITIES.

Marked (*) signifies "Interest not paid."	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Marked (*) signifies "Interest not paid."	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	
National Securities, Jan. 1, 1880.						Maryland (continued):						
Loan of June 14, 1858.....registered	118,415,000	5	Jan. & July.	1874	103 1/2	.. State Loans (10-15 year) 1872 to 1878...	\$965,000	5	Jan. & July.	'85-'89	....	
Loan of February 8, 1861.....registered	8,685,000	5	Jan. & July.	1880	103 1/2	Massachusetts—(\$31,869,430):						
Oregon War Bonds of March 2, 1861.....coupon	321,800	5	Jan. & July.	1881	105 1/2	.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....	
Loan of July 17, and Aug. 6, 1861.....registered	130,644,500	5	Jan. & July.	1881	105 1/2	.. Defenses and Bounty (1864) loans, stg.	8,380,244	5	May & Nov.	1894	110 1/2	
Loan of March 3, 1863.....registered	51,970,850	5	Jan. & July.	1881	105 1/2	.. War Loan, (1869) stg.....	6,878,453	5	Jan. & July.	1889	....	
Loan of March 3, 1864.....registered	54,830,050	5	Jan. & July.	1881	105 1/2	.. Troy & Greenfield R.R. bonds, '68 to '68.	7,056,130	5	"	"	'88-'93	
Loan of March 3, 1864.....coupon	16,809,850	5	Mar. & Sept.	1904	105 1/2	.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	April & Oct.	'91-'95	....	
Loan of March 3, 1864.....coupon	221,482,600	5	Jan. & July.	1887	105 1/2	.. B. H. & Erie R. R. Loan, 1868 and 1869.	2,599,024	5	Jan. & July.	1890	....	
Loan of March 3, 1864.....coupon	187,981,900	5	Jan. & July.	1887	105 1/2	.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....	
Loan of March 3, 1864.....coupon	82,018,100	5	Jan. & July.	1887	105 1/2	.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....	
Loan of March 3, 1864.....coupon	492,648,450	5	Jan. & July.	1888	105 1/2	.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....	
Refunding certificates of Feb. 28, 1879.....	2,556,400	5	F. M. A. & N.	1881	103 1/2	Michigan—(\$828,000):						
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	M. J. S. & D.	1881	107 1/2	.. Two Million Loan bonds, 1863.....	591,000	5	Jan. and July.	1883	....	
Debt matured and without interest.....(var.)	14,091,925	5	J. A. J. & O.	1891	108 1/2	.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	105	
Debt bearing no interest.....	395,711,879	5	"	1907	106 1/2	Minnesota—(\$2,575,000):						
Pacific R. R. Bonds (registered).....(currency)	64,622,512	5	"	1907	106 1/2	.. State Buildings Loan bonds, 1869 & 1873.	330,000	7	Jan. & July.	'79-'83	....	
State Securities, latest dates.						.. Railroad (1868) Loans.....	2,275,000	7	June and Dec.	1887	....	
Alabama—(\$12,400,000):						Missouri—(\$19,817,000):						
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1908	87	.. State Debt Proper, 1865 and 1866.....	439,000	5	Jan. & July.	1883	162 1/2	
.. Substitution (B) bonds; R. R. do.....	690,000	5	"	1906	74	.. Consolidation bonds, 1868.....	2,727,000	5	"	"	1883	103
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	"	1902	62	.. State Institutions, etc. bonds, 1872 to '74	401,000	5	"	"	1892	106
.. Funded obligations, July 1, 1874.....	1,000,000	8	"	1884	40 1/2	.. Funding Bonds, 1874.....	1,104,000	5	"	"	1894	110
Arkansas—(\$14,211,125):						.. R. newal (Act, March 29, 1875).....	4,350,000	5	"	"	'95-'97	105
.. * Funding bonds, 1869 & 1870.....	3,202,000	5	Jan. & July.	1899	5	.. Railroad Aid (1864-1869) Bonds.....	7,796,000	5	"	"	'89-'90	107
.. * Levee Warrants or bonds of 1871.....	1,988,773	7	"	1903	....	.. Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	5	"	"	'87-'96	105 1/2
.. Ten-year (act of May, 1874) bonds.....	255,300	10	"	1884	....	Nebraska—(\$449,267):						
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	5	"	1900	8 1/2	.. State (Act Feb. 7, 1877) bonds.....	549,267	5	April & Oct.	1897	....	
.. * Railroad Aid (1869 and 1870) bonds...	5,130,000	7	April & Oct.	1900	8 1/2	Nevada—(\$540,000):						
California—(\$3,399,500):						.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....	
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....	.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....	
.. State Capital bonds, 1870 & 1872, gold...	500,000	7	"	1885	....	New Hampshire—(\$3,573,550)						
.. Funded debt bonds, 1873, gold.....	2,901,000	6	"	1893	....	.. War Loan Bonds, 1864.....	600,000	5	Jan. & July.	'84-'89	110 1/2	
Connecticut—(\$4,967,850):						.. Municipal Equalization bonds, 1872...	2,206,100	5	"	"	'92-'05	115 1/2
.. War Loan bonds (20-yr), cou. & reg....	877,000	5	Jan. & July.	1883	105	.. State bonds, 1873.....	500,000	5	"	"	'79-'80	....
.. War Loan bonds (20-yr), coup. & reg....	1,318,550	5	"	1884	....	New Jersey—(\$2,076,800):						
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	5	April & Oct.	1885	....	.. War Loan (tax free) bonds, 1861-1863...	1,500,900	5	Jan. & July.	'80-'90	....	
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....	.. War Loan (taxable) bonds, 1864.....	595,400	5	"	"	'97-'02	....
Delaware—(\$1,119,000):						.. Canal Stock (1872-75) registered.....	7,276,000	5	Jan. & July.	'83-'93	....	
.. State bonds to railroads, etc.....	1,119,000	5	Jan. & July.	'85-'91	....	.. Canal Stock (1874) registered.....	2,000,000	5	April & Oct.	1892	120	
District of Columbia—(\$22,718,100):						North Carolina—(\$24,098,845):						
.. Improvement (gold) bonds, 1872.....	3,995,000	5	Jan. & July.	1891	....	.. Refunded (Act Feb. 1879) bonds.....	5,378,200	4	"	"	1909	68
.. Improvement (cur.) bonds, 1873.....	870,000	7	"	1891	....	.. * Railroad & Improvement (old) bonds.	3,359,000	5	J. A. J. & O.	'79-'98	28	
.. Funding bonds, 1874, (guar. by U. S.)...	18,743,250	3 1/2	Feb. & Aug.	1924	90 1/2	.. * Railroad & Improvement (new) bonds	3,888,600	5	"	"	'98-'00	94
.. Washington Funding, gold, 1872.....	660,000	5	May & Nov.	1902	....	.. * Special tax bonds.....	11,386,000	5	April & Oct.	'98-'99	6	
.. Washington Funding, gold, 1872.....	1,160,000	5	Jan. & July.	1892	....	Ohio—(\$6,472,640):						
Florida—(\$5,278,100):						.. Reg. (1860) Loans, pay. after Jan. '81...	4,072,640	5	Jan. & July.	1881	104	
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....	.. Reg. (1866) Loans, pay. after Jan. '86...	2,400,000	5	"	"	1886	107
.. Consolidated (gold) bonds, 1873.....	323,100	6	"	1903	....	Oregon—(\$317,491):						
.. Consolidated (gold) bonds, 1873.....	200,000	7	"	1903	....	.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....	
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	"	1890	....	Pennsylvania—(\$23,288,350):						
Georgia—(\$16,197,300):						.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....	
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	5	Feb. & Aug.	'81-'86	104 1/2	.. Registered (15-25 year) bonds, tax free...	2,000,000	4 1/2	"	"	1904	....
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....	.. Con. & Reg. (1862) bonds, part 41, gold.	472,000	5	Jan. & July.	1882	....	
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112	.. Registered stock (1867) Loan.....	11,472,600	5	Feb. & Aug.	'77-'92	112	
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....	.. Registered stock (1867) Loan.....	814,350	5	"	"	'77-'92	112
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'76-'86	....	Rhode Island—(\$2,544,000):						
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111	.. War Loan bonds, 1862 & 1863.....	1,175,000	5	Various.	'82-'83	....	
.. Exchange (endorsed bonds) 1877.....	2,298,000	5	"	1889	....	.. War Loan bonds, 1863 and 1864.....	1,369,000	5	Various.	'93-'94	112	
.. Funding (1879) bonds.....	500,000	4	January.	1885	....	South Carolina—(\$.....):						
Illinois—(\$808,742):						.. * State House Stock (1856-61) gold.....	282,172	5	Jan. & July.	'77-'86	....	
.. Refunded Stock bonds, 1847.....	357,442	5	Jan. & July.	1880	....	.. * State House bonds (1863-64).....	192,000	5	"	"	'71-'80	....
.. Chicago Relief bonds, 1871.....	250,250	5	"	1881	....	.. * Funding bonds and stock (1866) gold.	238,933	5	"	"	'87-'97	15
Indiana—(\$4,614,753):						.. * Blue Ridge R. R. bonds (1864) gold.....	469,000	5	"	"	'75-'79	....
.. Loan (1878) bonds.....	200,000	5	June & Dec.	1879	....	.. * Funding bills receivable (1868) gold....	72,000	5	April & Oct.	1883	15	
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....	.. * Funded interest (1868) gold.....	149,000	5	"	"	1888	....
Iowa—(\$300,000):						.. * Funded Bank bills (1868) gold.....	242,350	5	Jan. & July.	1883	15	
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....	.. * Conversion stock and bonds (1869) gold	451,000	5	"	"	1889	....
Kansas—(\$1,200,175):						.. * Land Commission bonds ('69-'79) gold	13,000	5	"	"	'89-'90	40
.. Funding, etc., bonds, 1861 to 1869.....	101,175	5	July.	'83-'84	....	.. * Fire Loan (1883) bonds, stg.....	481,944	5	J. A. J. & O.	1868	....	
.. Coupon bonds, 1861 to 1875, various...	739,000	7	Jan. & July.	'79-'99	....	.. * Fire Loan Stock, 1883, gold.....	151,780	5	"	"	1868	....
.. Military Loan bonds, 1864 to 1869...	289,000	7	"	'84-'99	....	.. * Relief (State Treasury) bonds, 1869...	7,000	7	Jan. & July.	1889	15	
Louisiana—(about \$16,000,000):						.. * Reduction Public Debt stock 1873....	241,257	5	"	"	1883	....
.. Orleans (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	49	.. * Consolidated bonds, 1873.....	4,023,000	5	"	"	1893	....
.. * Loan to N. O. & P. R. R. (75) \$2,000,000	106,000	5	Various.	'93-'07	20	.. * Consolidated stock, 1873.....	149,254	5	"	"	1893	....
.. * Levee (Act, 1866 and 1870) bonds.....	112,300	5	Various.	1886	20	.. * Railroad bond endorsements.....	4,797,608	var	Various.	var.	....	
.. * Levee (Act, 1877) bonds.....	450,000	5	Various.	var.	20	Tennessee—(\$24,111,300):						
.. * Various bonds (\$182,000 not fundable)	12,000	7	Mar. & Sept.	1909	20	.. * Funding (new) bonds, 1873, coupon...	4,867,000	5	Jan. & July.	1914	33 1/2	
.. * Penitentiary (1869) bonds.....	160,000	7.3	Mar. & Sept.	1899	....	.. * Funding (new) bonds, 1873, registered.	14,655,000	5	"	"	'75-'90	83 1/2
.. * Various bonds (\$150,000 not fundable)	260,000	5	April & Oct.	1911	....	.. * Funding (new) bonds, 1873, registered	292,300	5	"	"	'75-'90	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	2,500,000	5	"	....	....	Texas—(\$4,939,974):						
.. * Loan to N. O. Mob. & Tex. R. R. (n. f.)	875,000	5	"	....	....	.. Funded (1872) State Debt bonds.....	75,000	5	Various.	1891	....	
.. Endorsements for N. O. M. & T. (n. f.)						.. Frontier Defense, 1871, (20-40a), gold...	697,000	7	Mar. & Sept.	1911	....	
Maine—(\$5,248,900):						.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....	
.. War and Bounty Loan bonds, 1863.....	385,000	5	Mar. & Sept.	1883	....	.. Funded debt bonds, 1874, (gold).....	1,000,000	7	"	"	1904	....
.. Bounty Loan bonds, 1863.....	307,000	5	Feb. & Aug.	1880	100 1/2	.. Veteran Pension (1874) bonds.....	1,353,000	10	"	"	1894	....
.. Bounty Loan bond, 1864.....	2,330,000	5	June & Dec.	1889	....	.. Redemption bonds, 1876, gold.....	1,564,900	6	"	"	1906	....
.. Municipal War Equalization bonds, '65	2,526,900	5	April & Oct.	1889	....	Vermont—(\$137,000):						
Maryland—(\$11,225,675):						.. War Loan bonds, 1862.....	137,000	5	June & Dec.	1890	....	
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	....	Virginia—(\$52,072,047):						
.. Loans to Railroads and Canals.....	185,684	5	Various.	'80-'90	....	.. Old bonds (funds fundable), registered...	4,139,250	5	Jan. & July.	'86-'95	27	
.. Loan (1859) to Balt. & Susq. R. R.....	269,000	5	J. A. J. & O.	1880	108	.. Old bonds (funds fundable), coupon.....	2,331,250	5	"	"	1886	....
.. Loans to Railroads and Canals.....	1,149,285	5	Various.	'85-'90	108	.. Old bonds, not required to be refunded.	18,382,000	5	"	"	1905	....
.. Defense and bounty (1865) bonds.....	3,328,750	5	Jan. & July.	1883	107 1/2	.. Consols (act, 1871) registered.....	1,641,615	5	"	"	1905	....
.. State Loans (1870 to 1874).....	91616											



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	240,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	1891-92	123
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	8	Jan. & July.	"	1896	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	10,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	8	Jan. & July.	Boston.	1884	100
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	118	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1886	108	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1892	....
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	.....	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Albany Loan.....	933,000	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	357,200	6	"	"	1893	....
Consol. M. (guar. by D. & H. Co.)	1,600,000	7	April & Oct.	"	1906	109	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	278,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	58
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	521
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	117	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	8,500,000	6	January.	Harrisburg.	....	....	Boston and Lowell:						
M. E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	....
Funding Income (traffic guar.)	5,403,900	7	"	Pittsburg.	1894	44	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	....
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1893	....
1st Mort., guar. by C. B. & Q.	388,000	7	Jan. & July.	New York.	1878	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1894	106
Amroscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.).....	3,600,500	7	Jan. and July.	Boston.	1893-94	120
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula, Youngstown & Pitta:							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1896	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1900	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1908	108	2d Mort. sinking fund gold.	2,360,000	7	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	115	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,115,500	7	April & Oct.	Boston.	1900	114	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	Boston.	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	7	May & Nov.	N. Y. or Bost.	1879	....	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,500,000	7	April & Oct.	"	1903	1304	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1892	....
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	....	108	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1896	....
Atlanta and Charlotte Air Line.							Mort. bonds ( " " )	244,000	7	Apr. and Oct.	"	1898	113
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	80	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds.....	2,330,000	7	June & Dec.	New York.	1916	116
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$1,000,000.....	545,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1905	89
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,038,250	7	April & Oct.	N. Y. & Bost.	1893	114
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	.....	8	April & Oct.	N. Y. & Bost.	1879	....
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	.....	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1895	....
Land Mortgage gold bonds.....	2,929,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,016,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	....	Bonds convertible until 1897.....	370,000	8	"	Boston.	1893	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	7,905,400	8	"	Boston.	1916	....
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding).....	529,800	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	108
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1863.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864.....	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1902	....
Portland City Bonds, 1st M., S. L.	777,000	8	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1893	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	384,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1890	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6	Jan. & July.	.....	1891	....
Loan of 1860-'80.....	573,500	6	Jan. & Oct.	Baltimore.	1880	....	Camden and Amboy:						
Loan of 1863-'58.....	1,710,000	6	April & July.	"	1888	108	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1868-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1890	....
Loan of 1870-'95 (stk.) skg fund.	3,273,966	6	March & Sept.	London.	1889	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1872-1892 (stk.) S. F.....	9,029,852	6	"	"	1902	....	Sterling Loan, S. F. (\$282,000).	1,284,000	6	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (stk.) S. F.....	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	....
1st Mort. (Tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	.....	7	April & Oct.	"	1879	....
1st Mortgage (R. R.) gold guar....	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd.) d for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	92
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Bellefonte and Snow Shoe:							2d Mortgage--Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellefontaine and Indiana:							1st Mort., guar. by C. B. and Q.	266,000	8	May & Nov.	New York.	1899	....
1st Mort., ass'd by C. O. C. & L.	483,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Bellville and Southern Illinois:							1st Mortgage (old).....	220,500	7	Feb. & Aug.	Philadelphia.	1892	....
1st Mort., guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1896	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	113
Beloit and Madison (C. & N.W.):							Chattell Mortgage.....	209,350	6	May and Nov.	"	1890	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Beldens Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mortgage ( guar. by C. & ..	1,000,000	6	June & Dec.	New York.	1902	110	Cazenovia and Canastota:						
2d Mortgage ( "													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb. & Aug.	New York.	1891	110	2d Mort. (now 1st) guar. C. & N.W.	409,400	7	Jan. & July.	Boston.	1890	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	111 1/2	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	113 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series ( " )	2,000,000	7 1/2	"	"	1890	....
2d Mortgage Government security.	1,800,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1891	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6 1/2	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1896	114
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7 1/2	Jan. & July.	New York.	1899	114 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7 1/2	April & Oct.	"	1901	80	1st Mortgage.....	450,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	"	1890	110	1st Mort. (La Crosse Division.)	6,800,000	7	Jan. & July.	New York.	1893	113
Newark Branch Bonds.....	800,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	114
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	106 1/2	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	"	"	1897	110 1/2
Inc. bonds, reg., not cumulative	2,450,000	7	"	"	1903	85 1/2	1st Mort. (Iowa and Minn. Div.)	5,510,000	7	Jan. & July.	"	1894	....
Consol. Mort. for \$25,000,000....	15,000,000	7	J. A. J. & O.	"	1899	....	1st Mort. (Minnesota Central.)	190,000	7 1/2	"	"	1902	112
Central Ohio (B. and O.)							1st Mort. (St. Paul Division.)	4,000,000	7 1/2	"	"	1899	114 1/2
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110 1/2	1st Mort. (Iowa and Dak. Div.)	591,000	7	"	"	1898	127 1/2
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,074,000	8	Feb. & Aug.	"	1898	113
1st Mort., 30 years bonds, (gold)	25,883,000	6 1/2	Jan. & July.	New York.	1895-98	111	2d Mort. ( " )	1,315,000	7 1/2	"	"	1902	....
Convertible 20 years bonds, gold	1,483,000	7 1/2	"	"	1883	103 1/2	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	"	1891	....
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	"	Sacramento.	1884	104	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1884	....
2d Mort. (Government Subsidy).	27,354,680	6 1/2	"	U.S. Treasury.	1895-99	....	2d Mortgage.....	600,000	7	April & Oct.	"	1883	....
1st Mort. (Western Pacific) gold	2,755,000	6 1/2	"	New York.	1890	107 1/2	Equipment and Bridge Bonds..	.....	10	June & Dec.	"	1905	109 1/2
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	"	"	1895-92	103	Consol. Mort. for \$35,000,000....	7,204,000	7	Jan. & July.	"	....	
1st Mort. (S. Fr., Okla. & Ala.)...	500,000	6 1/2	"	"	1890	....	Chicago and Northwestern:						
1st Mort. (San Joaquin V.D.) gold	6,050,000	6 1/2	April & Oct.	"	1900	104	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	107 1/2
Land bonds (Cen. Pac. Co.) gold	8,704,000	6 1/2	"	"	1890	105	General 1st Mortgage (193 m.)...	3,440,450	7	"	"	1885	112
Central Vermont:							Funded coupons (193 m.).....	678,400	7	May & Nov.	"	1885	....
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	Appleton Ext. (23 m. & 75,000 ac.)	116,000	7	Feb. & Aug.	"	1885	....
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1881	....	Green Bay Ext. (26 m. & 75,000 a.)	180,000	7	"	"	1882	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	"	"	1906	....
Income and Extension Bonds...	1,008,000	8	May & Nov.	"	1902	10	1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	"	1894	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1890	76-77	Mississippi River Bridge.....	155,000	7	"	"	1898	....
Equipment Mort. ( " )	1,000,000	8	"	"	1889	80	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1915	123 1/2
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....	Consol. skg fund (C. & N.W.R'y)	5,198,000	7	F. M. A. & N.	"	1902	116
Mississippi R.R. ( " )	500,000	7	"	"	1891	....	General Consol. Gold Bonds...	12,348,000	7 1/2	June & Dec.	"	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	"	1911	....
Charleston and Savannah:							1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	"	1898	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1888	....
Funded Interest on 1st Mort.	157,400	7	"	"	1889	....	1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	"	"	1888	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.):						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....	1st Mortgage \$25,000 p. m. gold.	2,304,000	7 1/2	Jan. & July.	Boston.	1903	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....		Chi., Pekin & Southw'n (C.B. & Q.):						
Charters:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago, Rock Island and Pacific:						
Cheraw and Darlington:							1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1895	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	New Mort. bonds for \$12,500,000	8,320,000	6	Jan. & July.	"	1917	116
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C.R.I. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar....	5,000,000	7 1/2	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	"	1901	....
1st Mort. gold "B".....	15,000,000	6 1/2	May & Nov.	New York.	1908	67 1/2	Chicago and Superior:						
2d Mortgage.....	10,000,000	6 1/2	Jan. & July.	"	1918	....	1st Mortgage (Mad. & Portage) d	600,000	7 1/2	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chillicothe and Brunswick:						
2d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income ( " ) coupon.....	200,000	8	"	"	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Chester:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	1890-98	103 1/2	1st Mortgage of 1863.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	"	1886	....
1st Mort. guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1906	....
Chester and Tamarac:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	600,000	7 1/2	May & Nov.	New York.	1901	....	1st Mort. guar. for \$2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	116	1st Mortgage.....	1,120,000	7 1/2	March & Sept.	New York.	1901	94
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	....	Consolidated Mortgage.....	471,000	7 1/2	June & Dec.	"	1914	....
Consol. Bonds (£300 stg. each).	4,379,550	6 1/2	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1906	....
2d Mort. ( " )	183,000	7	Jan. & July.	"	1898	....	Cincinnati & Muskingum Valley:						
3d Mort. ( " )	1,354,000	7	Feb. & Aug.	"	1900	108	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago (Louisiana and Mo.)							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	109	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....	2d Mortgage " "	65,000	7	"	"	1889	....
Trust Mortgage (Burl. to Peoria)													



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	108	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	108
4th (now 3d) Mortgage guar.	1,090,000	6	"	"	1892	108	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	118	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York.	1891	108
Clev., Painesville & Ashtabula:							2d Mortgage	600,000	7	May and Nov.	"	1898	108
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	108	Detroit, Hillsdale and Indiana:						
3d Mortgage	1,000,000	7	April & Oct.	"	1892	108	1st Mort. \$10,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	108
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	800,000	8	Jan. & July.	"	1891	108
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108	Detroit, Lansing and Northern:						
2d Mortgage	849,000	7	April & Oct.	"	1896	118	1st Mortgage	2,265,000	7	Jan. & July.	Boston.	1907	111
Colebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1899	108
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	108	2d Mort. ( " )	81,000	8	May & Nov.	"	1890	108
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	108	1st Mortgage, (D. & M.R.Y.)	2,600,000	7	May & Nov.	New York.	1876	108
Columbus, Chicago & Ind. Cent.:							2d Mortgage	1,000,000	8	"	"	1876	108
1st Mortgage Consol. skg fund.	10,428,000	7	April & Oct.	New York.	1908	91	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1876	108
2d Mortgage skg fund.	3,992,000	7	Feb. & Aug.	"	1909	82	2d Funded Coup. ( " )	376,734	7	May & Nov.	"	1876	108
Income convertible.	3,947,000	7	"	"	1890	47	1st Mort. (Detr. & Pontiac R.R.)	160,000	7	April & Oct.	"	1878	108
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	1898	108	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	108
2d Mort. ( " )	341,400	7	Jan. & July.	"	1898	108	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	108
1st Mort. (Cln. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	108	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	108
1st M., a.f. ( " )	23,050	7	May & Nov.	"	1896	108	Bonds of June 30, 1866	1,702,317	6	Jan. & July.	"	1886	108
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	108	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	108	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	112
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	108	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	Jan. & July.	"	1882	108	1st Mort. guar. by C. B. and Q.	545,500	8	Jan. & July.	New York.	1889	108
1st Mort. (Tol., Logansport & Bur.)	631,000	7	Feb. & Aug.	"	1884	108	Dubuque and Sioux City:						
Income ( " )	74,024	7	"	"	1905	108	1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	108
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	108	1st Mortgage 2d division	586,000	7	"	"	1894	108
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cln., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	108	1st Mortgage	460,000	7	April & Oct.	New York.	1883	108
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	108
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	108	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	108	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	108
General Mortgage	634,000	7	"	"	1892	108	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1909	108
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	108	West Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	108
New Mortgage for \$1,500,000	1,263,000	7	April & Oct.	Boston.	1893	110	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1891	108	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1896	108
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1889	108	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	406,900	7	March & Sept.	Philadelphia.	1888	109
1st Mortgage skg fund.	1,000,000	7	Jan. & July.	New York.	1901	108	East Tennessee, Virginia & Ga.:						
Connecticut Western:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	108
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	108	2d Mortgage	190,000	4	"	"	1897	108
Connecting (Philadelphia):							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	108
1st Mort. A.B.C.D. & E. \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	109	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	108
Cooperstown and Susq. Valley:							Company Bonds (E.T. & Ga., gold)	635,000	6	"	"	1870	108
1st Mortgage	100,000	7	March & Sept.	New York.	1889	108	Company Bonds ( " new)	135,400	6	"	"	1870	108
Cowanesque Valley:							Eastern (Mass.):						
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	108	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1890	94
2d Mortgage	160,000	7	May & Nov.	"	1882	108	Loan of 1867	100,000	7	"	"	1887	108
Cumberland & Penn. (Consol. Coal):							Loan of 1868	100,000	6	"	"	1887	108
1st Mortgage	808,500	6	March & Sept.	New York.	1891	108	Loan of 1869	100,000	6	May & Nov.	"	1889	108
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	108	Ten year coupon notes	100,000	7	"	"	1882	108
Cumberland Valley:							Ten year coupon notes	100,000	7	"	"	1882	108
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	108	Sinking Fund Bonds	100,000	7	May & Nov.	"	1884	108
2d Mortgage	109,500	8	"	"	1908	108	Sterling Sink. Fd. Bonds	3,149,800	6	March & Sept.	London.	1893	108
Plain bonds	81,800	6	"	"	1884	108	Certif. of Indeb. Sept. 1, 1876	13,275,000	4	"	Boston.	1906	89
Danbury and Norwalk:							Eastern Shore (Md.):						
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	108	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	108
Mortgage Bonds of 1870	200,000	7	"	"	1890	108	2d Mortgage	200,000	6	April & Oct.	"	1886	108
Mortgage Bonds of 1872	200,000	7	"	"	1892	108	Elizabethtown and Paducah:						
Danv., Hazleton & Wilkesbarre:							1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	108
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	108	Elmira and Williamsport (N. Cen.):						
2d Mortgage	300,000	7	"	"	1885	108	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Danv., Urb. Bloomington & Pekin:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	1882	86
1st Mortgage	2,000,000	7	April & Oct.	New York.	1909	108	Erie Railway:						
Davenport and St. Paul:							1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	121
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	108	2d Mortgage	2,174,000	6	March & Sept.	"	1919	105
Dayton and Michigan (O.H. & D.):							3d Mortgage	4,852,000	7	"	"	1883	107
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	108	4th Mortgage convertible	2,987,000	7	April & Oct.	"	1880	103
2d Mortgage, guar.	428,000	7	March & Sept.	"	1884	108	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	112
3d Mortgage, guar.	351,000	7	April & Oct.	"	1883	108	Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	"	1891	108
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886	94	Long Jock Mortgage	3,000,000	7	June and Dec.	"	1893	110
Dayton and Union:							1st Consol. Mortgage gold	16,685,000	7	March & Sept.	N.Y. & London.	1920	116
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	108	1st Consol. Mort. Coup. Bonds	3,688,000	7	"	"	1920	99
2d Mortgage	135,000	7	June & Dec.	"	1879	108	Erie and Pittsburg (Penn.):						
Income Bonds	252,445	6	"	"	1879	108	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	108
Dayton and Western (L. M. R.R.):							2d Mortgage	92,800	7	April & Oct.	"	1890	108
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	108	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	108
1st Mortgage ( " )	495,000	8	Jan. & July.	"	1906	108	Equipment Mortgage	750,000	7	April & Oct.	"	1890	108
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	108	Bangor City Bonds (1st m. 56 m.)	1,000,000	6	Jan. & July.	Boston.	1894	108
Delaware and Bound Brook:							1st L.M. (& 1st on 56, & 2d on 56m)	2,000,000	6	March & Sept.	New York.	1899	108
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	113	Evansville and Crawfordsville:						
Delaware (P. W. and Balt.):							1st Mortgage (61 miles skg. fund)	302,000	7	Jan. & July.	New York.	1887	108
1st Mortgage extension	650,000	6	Jan. & July.	Philadelphia.	1895	107	1st Mortgage (100 m. )	635,000	7	May & Nov.	"	1887	108
Delaware, Lackawanna & Western:							1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1890	108
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	104	Evansville, Terre Haute & Chi.:						
Convertible Bonds	600,000	7	June & Dec.	"	1892	108	1st Mortgage, gold	775,000	7	May & Nov.	New York.	1900	108
Consol. Mortgage Bonds	3,607,000	7	March & Sept.	"	1207	115	2d Mortgage gold	825,000	7	Jan. & July.	"	1908	108
2d Mort. (Lack. & Bloomsburg)	215,200	7	Apr. and Oct.	"	1880	108	Fall River, Warren & Prov. (B. & P.):						
1st M. Ext. ( " )	370,900	7	March & Sept.	"	1885	108	1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	108
Denver & Boulder Val. (Den. Pac.):							Bonds of 1874	600,000	7	April & Oct.	Boston.	1894	108
1st Mortgage	550,000	7	May & Nov.	Kansas City.	1900	108	Bonds of 1877	600,000	6	"	"	1897	108
Denver Pacific:							Flint and Pere Marquette:						
1st Mortgage gold, land grant	2,493,000	7	May & Nov.	New York.	1899	108	1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	108
Denver & Rio Grande (3 ft. gauge):							Flint & Holly R. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1883	108
1st Mort. gold, skg fund tax free	3,024,500	7	May & Nov.	N.Y. L. & Ama.	1900	104	1st Mort. (Bay O. & L. J. J. guar.)	100,000	10	Jan. & July.	Newark.	1882	108
Des Moines and Ft. Dodge:							Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	108</



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	117
Flushing, North Shore and Cent.:							2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1895	109
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	65
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)..	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)..	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
<b>Fonda, Johnstown &amp; Gloversville:</b>							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	..
<b>Fort Wayne, Muncie &amp; Cin.:</b>							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	75
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	..
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,600,000	8	"	"	1890	62
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	..
<b>Frederick and Pennsylvania Line:</b>							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
<b>Fremont, Vicksburg &amp; Mo. (S.C. &amp; P.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	104	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered...	375,000	10	"	"	1883	62
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
<b>Wilman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Eric):</b>							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....						
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	April & Oct.	"	1900	....
<b>Grand River Valley (Mich. C.):</b>							<b>Ionia and Lak. &amp; O. L. &amp; L. M.):</b>						
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	106	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
<b>Grand Trunk (Ca.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	100
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	..	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	1:2
1st Preference Bonds \$3,213,149	16,090,745	5*	Jan. & July.	"	Irred.	..	<b>Ironton (Penn.):</b>						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	..	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	..	Ithaca and Athens (Penn.):						
Provincial Debenture's \$3,111,500	15,557,500	..	"	"	"	..	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
<b>Great Western of Canada:</b>							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	..	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	110
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	'77-'78	..	1st Mort. (Northern Mkt.) guar.	237,000	8	May & Nov.	"	1890	107
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,601,000	8	March & Sept.	"	1891	1:5
Debenture Bonds \$1,743,160...	8,715,900	5	Jan. & July.	"	Perp.	..	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1859:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	103	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	..
1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	..	<b>Jefferson (Eric):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ) .....	84,000	7	"	"	1889	....
<b>Gulf Western Texas and Pacific:</b>							1st Mort. (Carbendale Section)..	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1889	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgfield Park).	300,000	7	May & Nov.	"	1912	..
<b>Hannibal and St. Joseph:</b>							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'87-'94	....	1st Mortgage skg fund guar....	236,000	8	Jan. & July.	New York.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	110	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
1st Mort. (Q. & Palm R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	"	1888	....	<b>Junction and Breakwater:</b>						
General Land Mortgage (277 m.)	531,000	7	"	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harlem Extension:</b>							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	..	1st Mort. assumed by L.S. & M. So.	840,000					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Clinch. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1891	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1896	116 1/2	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108 1/2	New Mort. (L. Cin. & L. R.W.)	275,200	7	April & Oct.	"	1907	....
1st Mort. (1,000,000 acres) gold.	1,722,250	7*	March & Sept.	N. Y. & St. Lo.	1896	117 1/2	<b>Louisville and Nashville:</b>						
1st Mort. (2,000,000 acres) gold.	1,500,000	7*	Jan. & July.	N. Y. L. & F.	1880	107 1/2	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1893	104 1/2
2d Mort. ( " ) gold.	1,500,000	7*	March & Sept.	"	1896	111 1/2	Mort. main office lot & building	60,000	7	"	"	1893	....
1st Mort. (Leavenworth Branch)	800,000	7*	May & Nov.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1900	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	1905-97	71	1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y. L. & F.	1916		1st Mort. (Memph. & Clarksv. Br.)	2,370,770	6*	Feb. & Aug.	"	1902	....
<b>Kent County (Del.)</b>							1st Mort. ( " ecilian Branch)	1,000,000	7	Mar. & Sept.	"	1907	105 1/2
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....	Consol. M. for \$3,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1896	115
<b>Kentucky Central:</b>							Louisville Loan	850,000	6	"	"	1896-97	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	....
3d Mortgage	237,000	7	June & Dec.	"	1885	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99 1/2
<b>Keokuk and Des Moines:</b>							<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	95	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Funded Interest	254,300	8	"	"	1884	....	<b>Macon and Augusta:</b>						
Keokuk and St. Paul (C.B. & Q.)							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage traffic guar.	317,000	8	April & Oct.	Boston.	1879	100 1/2	1st Mortgage not endorsed.	100,000	7	"	"	1887	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	<b>Macon and Brunswick:</b>						
Laf., Blooming. & Miss. (T.W. & W.)							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1897	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	95	1st Mort. " "	600,000	7	May & Nov.	"	1900	....
Laf., Muncie & Bloom. (T.W. & W.)							2d Mortgage	1,100,000	7	April & Oct.	"	1899	....
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	93 1/2	Equipment Mortgage	150,000	7	"	"	1879	....
<b>Lake Erie and Louisville:</b>							<b>Madison and Portage:</b>						
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
2d Mortgage	590,000	7	Jan. & July.	"	1903	....	<b>Mehoning Coal:</b>						
<b>Lake Ontario Shore:</b>							1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....	<b>Maine Central:</b>						
<b>Lake Shore &amp; Michigan South'n:</b>							Consolidated Mortgage	2,796,500	7	April & Oct.	Boston.	1912	110 1/2
Sinking Fund Mortgage	.....	7	April & Oct.	New York.	1879	....	\$1,100,000 Loan, tax free	754,300	6	Jan. & July.	"	1896	91
Consol. Mort. S.F. Reg'd'd.	7,925,000	7	J. A. J. & O.	"	1900	121 1/2	Extension (gold) Loan	496,500	6	April & Oct.	"	1900	....
Consol. Mort. S.F. Compot.	.....	7	Jan. & July.	"	1900	120 1/2	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
2d Consol. Mort. for \$25,000,000.	9,206,000	7	June & Dec.	"	1903	115 1/2	\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	1900	82
Bonds of 1892 (Reg. & Coupon)	3,294,000	7	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds	1,393,000	7	"	"	1899	119	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93 1/2
Reg. Mort. (Clev., Paim. & Ash.)	1,000,000	7	Jan. & July.	"	1890	....	2d Mort. (Bromeset & Kennebec)	280,000	6	June & Dec.	"	1876	....
3d Mort. ( " )	1,000,000	7	April & Oct.	"	1892	....	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	....	Bath (Androscoogin) Loan	425,000	6	"	"	1891	....
2d Mort. ( " )	.....	7	"	"	1877	....	<b>Mansfield &amp; Framing. (R.C. &amp; F.):</b>						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1880	95
2d Mort. ( " )	849,000	7	April & Oct.	"	1886	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	108
Mort. Bonds ( " )	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	109 1/2
Mort. Bonds ( " )	2,444,000	7	April & Oct.	"	1898	....	3d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	82
1st M. (Det'lt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	4th Mortgage	3,000,000	8	Jan. & July.	"	1900	81 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Rock. Val.)	4,000,000	8	April & Oct.	"	1906	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	300,000	7	May & Nov.	"	1888	....	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	....	Marquette, Houghton & Ontonagon						
2d M. ( " )	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)	1,700,000	8	Jan. & Dec.	New York.	1892	112 1/2
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mort. (Houghton & Ont.)	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage	1,454,000	8-10	Various	"	1902-08	....
2d Mortgage, for \$1,000,000	698,000	7	"	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1889	90
<b>Lake Superior &amp; Mississippi:</b>							<b>Maryland and Delaware:</b>						
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	2d Mortgage	150,000	6	June & Dec.	"	1889	....
Income Bonds	3,200,000	10	"	"	1902	....	<b>Massillon &amp; Clev. (C.M. V. &amp; D.)</b>						
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1895	....	<b>Memphis and Charleston:</b>						
<b>Leavenworth, Atch. &amp; N. West'n:</b>							1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	<b>Memphis and Charleston:</b>						
<b>Leaven. Lawrence &amp; Galveston:</b>							1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	100
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42 1/2	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	92
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan	1,314,142	6	"	"	....	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds	600,000	10	March & Sept.	"	1873-75	....
<b>Lehigh and Lackawanna:</b>							<b>Memphis and Little Rock:</b>						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	....
<b>Lehigh Valley:</b>							2d Mortgage	1,000,000	8	"	"	....	....
1st Mortgage (new loan)	5,000,000	6	June & Dec.	Philadelphia.	1898	116	<b>Metropolitan Elevated:</b>						
2d Mortgage ( " ) reg.	8,000,000	7	March & Sept.	"	1898	115	1st Mortgage \$ or E.	3,503,000	6*	Jan. & July.	New York.	1905	101 1/2
General Mort. for \$40,000,000.	13,804,000	6*	June & Dec.	"	1923	110 1/2	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100 1/2
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							<b>Michigan Central:</b>						
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage, convertible	350,000	8	April & Oct.	Boston.	1882	....
<b>Lexington &amp; St. Louis (A. &amp; F.):</b>							1st Mortgage sinking fund conv.	2,170,000	8	"	"	1882	108 1/2
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
<b>Little Miami:</b>							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890</	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N.)	150,000	7*	Jan. & July.	New York.	1911	99	N. O., Jack. & Gt. N. (N. O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	150,000	7	April & Oct.	New York.	1908	....	2d Mortgage for \$2,000,000	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N. W.)	150,000	7	April & Oct.	New York.	1908	....	New Orleans, Mobile and Texas:						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N. O. St. L. & Chn.)	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	8,705,000	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouachita & Red Riv.	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.)	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:							1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	"	1904	....
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R.	6,632,900	6	May & Nov.	New York.	1883	105
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for B. & N. F. stk ( " )	592,000	6	"	"	1883	104
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks ( " )	162,000	6	"	"	1883	105
Missouri, Iowa and Nebraska:							Bonds for Real Estate ( " )	2,391,300	6	June & Dec.	"	1887	107
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1884 renewed ( " )	1,794,000	7	"	"	1885	110
Missouri, Kansas and Texas:							2d Mort. (Hudson River) B. F.	1,960,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,845,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free	18,465,000	7	Jan. & July.	"	1903	124
1st Mort. (Tebos & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort., coup. for \$30,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	10,415,000	7*	Feb. & Aug.	"	1904	166	New York and Harlem:						
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	68	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	126
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	Consol. Mort. of 1872, reg.		7	"	"	1900	126
Missouri River, Ft. Scott & Gulf:							New York Elevated:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86	1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	110
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	N. York, Housatonic & Northern:						
Mobile and Girard.							1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
1st Mortgage	877,600	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mort. end. by Cent. R. R. of Ga.	800,000	7	"	"	1889	....	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds	35,500	8	"	"	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage	800,000	8	"	"	1900	....	1st mortgage, old	4,708,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	113
1st Mortgage Sterling	5,685,000	6*	May & Nov.	Mo. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds	769,920	6*	"	"	1883	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds	1,685,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	65,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment	3,800,000	7	.....	"	....	....
2d Mortgage	1,453,558	8	March	"	1877	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage	1,200,000	7	.....	"	....	....
Convertible 3 per cent. bonds	977,550	7	"	"	1906	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.)							Extension Bonds	50,900	6	May & Nov.	New York.	78-'81	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	General Mort. for \$1,000,000	1,000,000	7	Jan. & July.	"	1899	118
2d Mortgage	780,000	7	"	"	....	....	Norfolk & Petersburg (A. M. & O.)						
Income Mortgage	885,400	7	"	"	....	....	1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Erie (Erie):							1st Mortgage	157,000	7	"	"	1877	....
1st Mortgage	127,800	7	May & Nov.	New York.	1888	....	2d Mortgage	454,000	8	"	Norfolk.	1893	109
2d	47,000	7	April & Oct.	"	1887	....	North Carolina:						
Montgomery and Eufaula:							1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Eastern (S. Car.):						
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Fort Jervis:							2d Mortgage	282,500	8	"	"	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K. C. & N.):						
Morris and Essex (D. L. & W.):							1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	114
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	125	North Pennsylvania:						
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	115	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
Convertible bonds	384,000	7	Jan. & July.	"	1900	....	2d Mortgage	1,500,000	7	May & Nov.	"	1896	110
Construction bonds	573,000	7	Feb. and Aug.	"	1889	109	General Mortgage	2,035,000	7	Jan. & July.	"	1903	116
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	113	North Shore (Fluh., N. S. & Cent.):						
Special Mortgage	1,025,000	7	"	"	1915	109	1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Consol. mort. for \$25,000,000 guar	3,259,000	7	June & Dec.	"	1915	109	Northern Central:						
Nashville, Chattanooga & St. Louis:							1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-'83	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	81-'91	....	3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
New Mortgage	4,700,000	7	"	"	1913	113	Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	106
Nashville and Decatur (L. & Nash.):							Mortgage registered	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	1,800,000	7	Jan. & July.	New York.	1900	107	Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	102
2d Mortgage gold	205,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. Coupon	1,635,000	6*	"	"	1894	....
Nashua and Lowell.							Second General Mort. coupon	3,000,000	5	"	Baltimore.	1925	79
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103	Second General Mort. coupon	1,000,000	6	"	"	1925	....
Newark & New York (C. of N. J.):							Northern New Jersey (Erie):						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O.	1878	....
Newark, Somerset & Straitville:							Northern Pacific:						
1st Mortgage gold	550,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R. R. & lands gold.	529,400	7.3*	Jan. & July.	New York.	1900	80
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106
New Issue for \$360,000	400,000	7	"	"	1894	105	Northwestern Union (C. & N. W.):						
New Haven and Derby:							1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
1st Mortgage	525,000	7	Various.	New Haven.	98-'00	....	Norwich & Worcester (B. H. & E.):						
New H. Middle'n & Willman:							1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds	400,000	6	March & Sept.	"	1897	....
2d Mortgage	2,000,000	7	"	"	1881	....	Nyack and Northern:						
New Haven and Northampton:							1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-'82	....	Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	Equipment Mortgage	200,000	8	"	"	1879	94
New Jersey Midland (N. Y. & O. M.):							Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Consolidated Mort. Bonds	3,087,000	7	Jan. & July.	New York.	1898	111
2d Mortgage	1,500,000	7	"	"	1881	....	Consolidated S. F. Mortgage	3,475,000	7	"	"	1898	111
New Jersey and New York:							Consolidated Mort., Sterling	112,000	7*	"	London.	1898	....
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond.	1883	....	2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	112
New Jersey Southern:							Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
1st Mortgage (Tom's River Branch)	120,000	6	April & Oct.	"	1888	89	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	1st Mort. (Springfield Division)	1,915,000	7	May & Nov.	"	1905	77
Consol. Mort. for \$7,000,000	8,300,000	7	April & Oct.	"	1903	....	Old Colony:						
Income Mortgage	749,000	7	"	"	1881	....	Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
New Jersey West Lane							Plain Bonds	32,000	6	"	"	1884	99
1st Mort. sold for \$2,000,000	1,300,000	7*	May & Nov.	New York.	1900	....	Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New London Northern (Gen. V.):							New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1894	117
1st Mortgage	301,000	6	April & Oct.	New York.	1885	104	Cape Cod Railroad Bonds	205,100	7	Feb. and Aug.	"	1881	103
2d Mortgage	592,000	7	June and Dec.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1890	99	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1894	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	100 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	110
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	88
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	118	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Oswego Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (O. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	126
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	123
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	120	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	105	2d Mortgage (Series M).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	2d Mortgage (Series N).....	2,000,000	7	April & Oct.	" "	1912	118 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1886	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	113 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £197,800.	3,877,303	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hights. (U.C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	110 1/2
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	" "	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	112	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	10,000,000	6	" "	" "	1910	117	2d Mort. (Portland Loan).....	896,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,145,000	6 1/2	Jan. & July.	London.	1905	112 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	1877-90	....	1st Mortgage gold, skg f'd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	120	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val (C.R.I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	103 1/2
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	115 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	93	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1879-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	....
2d Mortgage.....	500,000	8	" "	" "	1902	85	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,785,500	7	May and Nov.	" "	1921	124
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	.....	" "	....	....
2d Mortgage (Pa. & Md. 4 1/2 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	113 1/2	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Cohn."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,667	6 1/2	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,208,500	7	April & Oct.	" "	1902	....
2d Mort. ( " ).....	17,500	6	" "	" "	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	" "	1876	....	Domestic (K) Bonds.....	83,500	6	Jan. & July.	" "	'80-'92	....
S. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free...	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1890	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8 1/2	" "	" "	1900	....	2d Mort. " " " "	200,000	7	" "	" "	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	112	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....	1st Mort. endor. by Ala. gold...	391,000	8 1/2	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7 1/2	Feb. & Aug.	" "	1894	....	Sterling Mort. guar. by L. & N.	21,038,000	6 1/2	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7 1/2	May & Nov.	" "	1894	102 1/2	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	94	1st Mortgage gold, assumed...	7,194,500	6 1/2	Jan. & July.	New York.	1888	103 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7 1/2	Feb. & Aug.	New York.	1892	113	South Side, Va. (A., M. and O.):						
2d Mort. ( " ).....	6,000,000	7 1/2	May & Nov.	" "	1897	102 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Brh)	2,500,000	7 1/2	June & Dec.	" "	1897	104 1/2	2d preferred bonds.....	621,000	6	" "	" "	'84-'90	94 1/2
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7 1/2	" "	" "	1897	101 1/2	3d preferred bonds.....	452,800	6	" "	" "	'84-'90	88
Consolidated Mortgage.....	1,500,000	7	" "	" "	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7 1/2	March & Sept.	" "	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7 1/2	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114 1/2	Southern of L. L.						
Real estate & 2d M. for \$3,000,000	2,998,000	7	March & Sept.	" "	1895	108 1/2	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	" "	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7 1/2	" "	" "	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6 1/2	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H.&L.):							1st Mortgage gold.....	625,000	7 1/2	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,399,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7 1/2	" "	" "	1890	....
2d Mortgage (A.) guaranteed.....	1,000,000	7	May & Nov.	" "	1898	....	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1899	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscooges) conv..	300,000	7	" "	" "	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6 1/2	May & Nov.	New York.	1906	91	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000...	4,969,142	2 1/2	" "	" "	1906	70 1/2	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" "	" "	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st Mort. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'85-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7 1/2	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7 1/2	" "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7 1/2	April & Oct.	" "	1900	....
General Mortgage for \$15,000,000	....	7 1/2	" "	" "	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7 1/2	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1896	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B.&O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A & G):							1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	35
Sectional Mort.....	319,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6 1/2	" "	" "	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded interest bonds, guar....	111,800	7	" "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	" "	1887	115
1st Mort., gold, endor. by State.	16,000pm	8 1/2	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Behenecady & Susq. (D. & H. Can.)	400,000	7 1/2	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	500,000	7 1/2	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS&MS):							1st Mortgage gold, skg fund....	1,163,000	7 1/2	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1878 for \$1,600,000...	516,000	7	" "	" "	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (Guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile....	3,552,000	6 1/2	Mar. & Sept.	N.Y., Ph. Lon.	1905	105 1/2
Seima, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6 1/2	June & Dec.	" "	1905	98
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	79 1/2
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7 1/2	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	" "	" "	1881	....	1st Mortgage (Eastern Div.)...	1,000,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)...	1,800,000	7	Feb. and Aug.	" "	1896	120
1st Mortgage, on road and lands.	2,000,000	7											



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
Troy and Boston.							1st Mort. endor. by Balt.....	300,000	6	"	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	107
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	116
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Fac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,785,000	60	Jan. and July.	New York.	1899	107
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	108
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bos.	'94-'99	1104	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	114	1st Mortgage for \$5,000,000.....	8,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	119	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	....
Omaha Bridge Bonds Sterling..	2,225,000	80	Apr. and Oct.	London.	1890	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	117
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1890	84	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compans's)	3,000,000	6	March & Sept.	Philadelphia.	1901	109	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$360,200 (U. Co's)	1,844,000	60	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compans's)	154,000	6	Feb. and Aug.	"	1888	90	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$202,000 (C. & A.)	1,310,000	60	Feb. and Aug.	Philadelphia.	1883	106	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	39
Loan of 1888 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	....	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1886 ( " )	825,000	6	June & Dec.	Princeton.	1889	108	2d Mortgage coupon or regis...	1,700,000	7	Jan. and July.	"	1902	10
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	111	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	104
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	73	J. A. J. & O.	Phil. & Wilm.	1892	....
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	112
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,313,000	70	June & Dec.	"	1916	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,018,000	70	Jan. and July.	Boston.	1901	....
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	111	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1885	167	Plain Bonds.....	185,300	6	Various	"	'81-'87	77
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	60	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	40
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	98
2d Mortgage.....	990,000	6	"	"	1884	101	Delaware and Hudson:						
3d Mortgage.....	990,000	8	March & Sept.	"	1900	117	1st Mort. { 2d series, July 1, 1899	3,600,000	7	Jan. and July.	New York.	1884	104
5th Mortgage.....	990,000	8	Jan. and July.	"	1875	....	reg. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	109
Registered Certificates.....	54,191	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
Funded Interest.....	226,900	8	"	"	1880	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	105
Walkill Valley (Erie):							Lehigh Coal and Navigation:						
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Warren (D. L. & W.):							Convertible Debentures.....	41,550	6	"	"	1882	75
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	107
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	1st Mortgage, registered.....	5,351,933	6	J. A. J. & O.	"	1884	106
Warren & Franklin (P. T. & B.):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100	Mortgage (equip.) Loan, gold...	4,658,500	60	June & Dec.	"	1897	110
Warwick Valley (Erie):							Consolidated Mortgage.....	1,115,000	7	"	"	1911	132
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So.							1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84	Morris (and Banking):						
2d Mort. ( " )	350,000	7	"	"	1891	101	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	98	Boat Loan, sinking fund.....	234,965	7	Apr. and Oct.	"	1899	100
2d Mort. " " " "	1,200,000	6	Jan. and July.	"	1875	77	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	....
3d Mort. " " " "	600,000	8	May and Nov.	"	1873	77	Pennsylvania:						
4th Mort. " " " "	700,000	8	March & Sept.	"	1890	43	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
Funded Coupons (do.)	722,664	..	"	"	1890	....	1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878	....
1st Mort. (Lynchburg & Danville)	521,070	..	Apr. and Oct.	"	1896	....	Schuylkill Navigation (						



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

the column signifies "rail," and running *diagonal* (---) signifies "not ascertained."

[illegible]



18	15	7	157	Chicago St. Paul & Minneapolis	5,000,000	52,711	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
19	14	6	497	Chicago & West Michigan	5,000,000	52,711	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
20	13	5	197	Chicago & West Michigan	5,000,000	52,711	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
21	12	4	457	Cincinnati, Hamilton and Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
22	11	3	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
23	10	2	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
24	9	1	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
25	8	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
26	7	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
27	6	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
28	5	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
29	4	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
30	3	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
31	2	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
32	1	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
33	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
34	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
35	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
36	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
37	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
38	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
39	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
40	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
41	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
42	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
43	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
44	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
45	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
46	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
47	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
48	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
49	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
50	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
51	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
52	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
53	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
54	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
55	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
56	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
57	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
58	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
59	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
60	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
61	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
62	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
63	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
64	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
65	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
66	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
67	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
68	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
69	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
70	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
71	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
72	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
73	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
74	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
75	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
76	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
77	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
78	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
79	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
80	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
81	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
82	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336	787,948	50	60
83	0	0	456	Cin. Hamilton & Dayton	2,837,072	119,251	31,755	3,150,000	450,000	23,944	177,7	276,923	72,749	739,336			



[illegible][illegible]



Dec. 31, 1878	329	100.9	622.6	18,787,694	Pennsylvania	18,787,694	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102
Jan. 30, 1878	106.1	22.8	87.4	86	Pennsylvania and N. York	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Feb. 30, 1878	44.5	3.0	16.7	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Mar. 30, 1878	83.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Apr. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
May 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jun. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jul. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Aug. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Sep. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Oct. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Nov. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Dec. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jan. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Feb. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Mar. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Apr. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
May 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jun. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jul. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Aug. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Sep. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Oct. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Nov. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Dec. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jan. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Feb. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Mar. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Apr. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
May 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jun. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jul. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Aug. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Sep. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Oct. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Nov. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Dec. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jan. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Feb. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Mar. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Apr. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
May 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jun. 30, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Jul. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,815	1,055.0	12,847,549	5,205,787	10,945,722	20,317,140	9,398,037	2	50,102	
Aug. 31, 1878	81.0	4.0	32.0	172	Pennsylvania	4,858,588	1,183,128	7,062,509	11,939,491	108,870,555	114,760	19,996,287	4,037,81									



**Indiana Southern Railway.**

A decree was issued in the United States Circuit Court at Indianapolis on the 29th ult. ordering the sale of the right of way and real estate belonging to the Indiana Southern Railway. The suit was brought by the Liverpool, London and Globe Insurance Company, which corporation had become the possessors of most of the bonds of the Southern Railway to the amount of three and a half million dollars. The decree protects the rights of the Ohio and Mississippi and the Fort Wayne, Muncie and Cincinnati Companies, each of which have built their line over a portion of the route of the Indiana Southern.

**Mobile and Montgomery Railroad.**

At a meeting of the stockholders of the Mobile and Montgomery Railroad Company held at Montgomery, Ala., on the 4th inst., the following board of directors was elected: E. H. Green, of New York, president; E. D. Standiford, H. Victor Newcomb, Henry G. Murrell, W. D. Caldwell, of Louisville; General O. Clarke, Henry Anthon, jr., J. P. Girard Foster, of New York; and George A. Washington, of Tennessee. This effects an entire change in the management of the Mobile and Montgomery Railroad in the interest of the Louisville and Nashville Railroad, the latter company taking control from this date. President Standiford, Vice President Newcomb, General Manager Defuniak, and several directors of the Louisville and Nashville Railroad had a conference with D. F. Sullivan, owner of the road from Pensacola to Selma, which resulted in the sale and transfer of the entire line of the latter road to the Louisville and Nashville Company. The sale will not interfere with the construction of a road north of Pensacola Junction.

At an election held at Cheyenne on the 30th ult. it was voted almost unanimously to issue \$400,000 in bonds by the county to the Union Pacific railroad, to build a railroad north toward the Black Hills and Big Horn country.

A company has been formed to construct and work a loop line between the Grand Trunk and Quebec, Montreal, Ottawa and Occidental Railway, the divergent point being Point Au Claire.

The first engine has been put on the Bangor and Portland Railroad. This is a short road running between the places above named, which are in Northampton county, Penn. It traverses a fine slate region.

The Standard Consolidated Mining Company has declared its regular monthly dividend of 50 cents per share, payable on the 12th inst. The transfers will close on the 6th and reopen on the 13th inst.

A third rail is to be laid on the Atlantic and Great Western Railroad, from Leavittsburg to Salamanca, and a narrow gauge from Leavittsburg to Dayton, making the entire line a narrow gauge. It will probably be completed by the 1st of June.

The Montreal and Champlain Junction Railway was organized at Montreal, Ca., on the 27th ult. with a capital of \$100,000. Hon. James Ferrier was elected President; Joseph Hickson,

Vice President; Charles Drinkwater, Secretary, and E. P. Hannaford, Engineer. A survey of the line was ordered.

**Asbestos.—Its Fire Proof Qualities.**

A correspondent, writing from Maxwell, Colusa county, Cal., says that the ancient amianthus, or asbestos, is being unearthed in large quantities near Wilbur's Springs, in the western part of Colusa county. It is of the gray variety, has a very good fiber, and improves fast in quality as they get further from the surface. The correspondent adds:

For the benefit of those who may not be familiar with this strange formation, I would state that it is a fibrous, fire proof mineral, capable of being spun and woven into cloth, very useful for firemen, as the material, though much like cotton, is emphatically incombustible. You would be astonished to lay a handful of the light fiber on coals or in a flame and see that not a particle of it is consumed. It is a perfect non conductor, and therefore is not surpassed for roofing, packing, ceiling, etc. A safe lined with it is as good for ten fires as for one. The Greeks and Romans cleaved their napkins made of it by casting them into the fire. They also used it for making shrouds for their dead, preparatory for the funeral-pile. I make no conjecture as to the quantity and quality of this find in Colusa county, but I have taken pains to examine both. Up here we would be glad to find it in such quantities as to enable all to wear fire-proof clothing if they desired.

**Houston and Texas Central Railway.**

The Houston and Texas Central Railway Company reports its business for the month of December and for the year as follows:

December.	1878.	1879.
Gross earnings.....	\$380,477	\$382,230
Operating expenses.....	168,032	163,540
Net earnings.....	\$212,445	\$218,690
—showing an increase in gross earnings of \$1,753, with a decrease in the operating expenses of \$4,498—making the increase in net earnings \$6,245.		
Years.	1878.	1879.
Gross earnings.....	\$2,920,997	\$3,205,685
Operating expenses.....	1,752,039	1,773,772
Net earnings.....	\$1,168,958	\$1,431,913
—showing an increase in gross earnings of \$284,688, in expenses of \$21,733, and in net earnings of \$262,955.		

The new company proposing to build a railroad from Haddonfield, N. J., to Medford via Marlton have filed articles of association with the Secretary of State, and have elected a board of directors with Charles D. Freeman as President and D. M. Zimmerman as Secretary and Treasurer.

The product of the Bessemer department of the Pennsylvania steel works for the month of January was 9,774 tons steel ingots. The rail mill for the same time turned out 7,623 tons finished rails.

N. S. Leonard has been elected President of the Connecticut River Railroad company, vice Chester W. Chapin, resigned.

The Sussex Journal says that the extension of the Delaware railroad from Dover to Milford via Frederica is regarded as a certainty.

**Philadelphia Stock Exchange.**

Closing Prices for the week ending Feb. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.
Allegheny Val. 7.3-10s.....	117	117	117	117	117	117
7s, Income.....	44	43	44	44	44	44
Jamden & Am. 6s, 1883.....	100	100	100	100	100	100
6s, 1889.....	100	100	100	100	100	100
Mort. 6s, 1889.....	100	100	100	100	100	100
Camden and Atlantic.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
3d mortgage.....	100	100	100	100	100	100
Catawissa.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
New preferred.....	100	100	100	100	100	100
7s, new.....	101	101	101	101	101	101
Del. & Bound Brook.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Elmira & Williamsport.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Hunt. & B. Top Mt. 10s.....	101	101	101	101	101	101
Preferred.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Lehigh Navigation 37s.....	37	37	37	37	37	37
6s, 1884.....	107	107	107	107	107	107
Gold Loan.....	104	103	104	104	104	104
Railroad Loan.....	101	101	101	101	101	101
Conv. Gold Loan.....	101	101	101	101	101	101
Lehigh Valley 52s.....	52	52	52	52	52	52
1st mort. 5s, coupon.....	101	101	101	101	101	101
1st mort. 3s, reg.....	101	101	101	101	101	101
2d mort. 7s.....	101	101	101	101	101	101
Consol. mort. 6s, reg. 110s.....	110	111	111	111	111	111
Little Schuylkill.....	100	100	100	100	100	100
Minehill & Sch. Haven.....	56	56	56	56	56	56
North Pennsylvania 52s.....	52	51	51	51	51	51
1st mortgage 6s.....	100	100	100	100	100	100
2d mortgage 7s.....	100	100	100	100	100	100
Gen'l mort. 7s, coup.....	100	100	100	100	100	100
Gen'l mort. 7s, reg.....	100	100	100	100	100	100
Northern Central 38s.....	38	38	38	38	38	38
5s.....	79	79	79	79	79	79
Northern Pacific 34s.....	34	34	34	34	34	34
Preferred.....	58	57	57	57	57	57
Tennessee R. R. 52s.....	52	52	52	52	52	52
1st mortgage.....	101	101	101	101	101	101
Gen'l mortgage.....	101	101	101	101	101	101
Gen'l mort. reg.....	101	101	101	101	101	101
Consol. mort. 6s, reg. 112s.....	112	112	112	112	112	112
Penn. & N. Y. Canal 7s.....	100	100	100	100	100	100
Penn. State 6s, 2d series.....	100	100	100	100	100	100
do. 3d series 106.....	106	106	106	106	106	106
do. 5s, new.....	101	101	101	101	101	101
Phila. and Reading 34s.....	34	34	34	34	34	34
1st Mortgage 6s.....	100	100	100	100	100	100
7s, of 1893.....	100	100	100	100	100	100
7s, new convertible.....	100	100	100	100	100	100
Consol. mortgage 7s, 115s.....	115	115	115	115	115	115
Consol. mortgage reg.....	100	100	100	100	100	100
Philadelphia and Erie 18s.....	18	18	18	18	18	18
1st mortgage, 6s.....	100	100	100	100	100	100
2d mortgage, 7s.....	100	100	100	100	100	100
Pittsb., Cin. & St. L. 7s.....	100	100	100	100	100	100
Pittsb., Titusv. & Buf. 15s.....	15	15	15	15	15	15
7s.....	72	72	72	72	72	72
Schuylkill Navigation.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
6s, 1872.....	103	103	103	103	103	103
6s, 1882.....	83	83	83	83	83	83
United Co. of N. Jersey.....	165	165	165	165	165	165
Hestonville, (Horse) 24s.....	24	24	24	24	24	24
Chestnut & Wal. (do.).....	73	73	73	73	73	73
Green and Conter (do.).....	100	100	100	100	100	100
2d and 3d streets (do.).....	86	86	86	86	86	86
15th and 16th sts (do.).....	86	86	86	86	86	86

**Baltimore Stock Exchange.**

Closing Prices for the week ending Feb. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.
Baltimore and Ohio 151.....	151	161	161	162	164	164
6s, 1880.....	100	100	100	100	100	100
6s, 1885.....	100	100	100	100	100	100
Central Ohio (\$50).....	84	84	84	84	84	84
1st mortgage.....	110	110	110	110	110	110
Marietta & Cincinnati.....	107	107	107	107	107	107
1st mortgage, 7s.....	83	81	81	81	81	81
2d mortgage, 7s.....	63	61	61	61	61	61
3d mortgage, 8s.....	100	100	100	100	100	100
Northern Central (\$50) 38s.....	38	38	38	38	38	38
2d mortgage, 6s, 1885.....	100	100	100	100	100	100
3d mortgage, 6s, 1900.....	100	100	100	100	100	100
6s, 1900, Gold.....	100	100	100	100	100	100
6s, 1904, gold.....	101	101	101	101	101	101
Orange and Alex. 1st.....	100	100	100	100	100	100
2d mortgage, 6s.....	100	100	100	100	100	100
3d mortgage, 8s.....	100	100	100	100	100	100
4th mortgage, 8s.....	41	41	41	41	41	41
O. Alex. & Manassas 7s 86.....	86	83	83	83	83	83
Pittsb. & Connellsv. 7s.....	50	50	50	50	50	50
Virginia 6s, Consol.....	77	77	77	77	77	77
Consol. Coupons.....	86	86	86	86	86	86
10-40 bonds.....	86	86	86	86	86	86
Deferred Certificates.....	86	86	86	86	86	86
Western Maryland 8.....	8	8	8	8	8	8
1st M., end. by Balt.....	100	100	100	100	100	100
2d M., do.....	100	100	100	100	100	100
3d M., do.....	100	100	100	100	100	100
1st M., unendorsed.....	100	100	100	100	100	100
2d M., end. Wash. Co.....	100	100	100	100	100	100
3d Mort., preferred.....	100	100	100	100	100	100
City Passenger R. R.....	100	100	100	100	100	100



## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Adams Express.....	105	108	108	108	108	108
Albany and Susq.....	104	104	104	104	104	104
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	113	113	113	113	113	113
American Express.....	57	57	57	57	57	57
Atlantic & Pacific Tel. 42	42	42	42	42	42	42
Burl., O. R. & Nor.....	67	67	67	67	67	67
1st mortgage 6s.....	90	90	90	90	90	90
Canada Southern.....	71	71	71	71	71	71
1st mortgage guar.....	93	93	93	93	93	93
Central of N. Jersey .. 82	82	82	82	82	82	82
1st mortgage 1890 .. 119	119	119	119	119	119	119
7s, consolidated.....	119	119	119	119	119	119
7s, convertible.....	119	119	119	119	119	119
Central Pacific.....	84	84	84	84	84	84
6s, gold.....	111	111	111	111	111	111
1st M. (San Joaquin).....	104	104	104	104	104	104
1st M. (Cal. and Or.).....	103	103	103	103	103	103
Land grant 6s.....	103	103	103	103	103	103
Chesapeake and Ohio.....	22	21	21	21	21	21
Chicago and Alton.....	108	107	107	107	107	107
Preferred.....	108	107	107	107	107	107
1st mortgage.....	116	116	116	116	116	116
Sinking Fund.....	116	116	116	116	116	116
Unic. Burl. & Quincy 146	147	147	147	147	147	147
7s Consol. 1902.....	147	147	147	147	147	147
Unic. Mil. and St. Paul. 79	79	79	79	79	79	79
Preferred.....	103	103	103	103	103	103
1st mortgage, 8s.....	103	103	103	103	103	103
2d mortgage, 7 1/2-10s.....	103	103	103	103	103	103
7s, gold.....	113	113	113	113	113	113
1st M. (La Crosse) div. 112	112	112	112	112	112	112
1st M. (I. and M. div.).....	112	112	112	112	112	112
1st M. (I. and D. ext.).....	107	107	107	107	107	107
1st M. (H. & D. div.).....	107	107	107	107	107	107
1st M. (C. & M. div.).....	113	113	113	113	113	113
Consolidated S. F. 108	108	108	108	108	108	108
Chic. & Northwestern. 91	91	91	91	91	91	91
Preferred.....	105	105	105	105	105	105
1st mortgage.....	112	112	112	112	112	112
Sinking Fund.....	107	107	107	107	107	107
Consolidated 7s.....	123	123	123	123	123	123
Consol. Gold bonds.....	116	116	116	116	116	116
Do. reg.....	116	116	116	116	116	116
Unic. Rock Isl. & Pac. 150	150	149	150	150	150	150
6s, 1917.....	116	116	116	116	116	116
Olev., Col., C. and Ind. 77	78	78	78	78	78	78
1st mortgage.....	113	113	113	113	113	113
Olev. & Pittsburg guar. 112	112	112	112	112	112	112
7s, Consolidated.....	113	113	113	113	113	113
4th mortgage.....	113	113	113	113	113	113
Col., Ohl., & Ind. (Cent. 23)	23	23	23	23	23	23
1st mortgage.....	93	94	94	94	94	94
2d mortgage.....	93	94	94	94	94	94
Del. & Hudson Canal. 75	75	75	75	75	75	75
Reg. 7s, 1891.....	106	106	106	106	106	106
Reg. 7s, 1884.....	106	106	106	106	106	106
7s, 1894.....	106	106	106	106	106	106
Del., Lack. & Western. 85	85	85	85	85	85	85
2d mortgage 7s.....	85	85	85	85	85	85
7s, Consol. 1907.....	85	85	85	85	85	85
Erie Railway.....	121	121	121	121	121	121
1st mortgage.....	121	121	121	121	121	121
2d mortgage.....	105	105	105	105	105	105
3d mortgage.....	105	105	105	105	105	105
4th mortgage.....	104	104	104	104	104	104
5th mortgage.....	104	104	104	104	104	104
7s, Consol. gold.....	113	113	113	113	113	113
Great Western 1st mort.....	102	103	103	103	103	103
2d mortgage.....	102	103	103	103	103	103
Hannibal & St. Joseph 41	41	41	40	40	40	40
Preferred.....	71	72	71	71	71	71
8s, Convertible.....	110	110	110	110	110	110
Houston & Tex. Cent. 77	77	77	77	77	77	77
1st mortgage.....	107	107	107	107	107	107
Illinois Central.....	103	103	103	103	103	103
Kansas Pacific.....	103	104	104	104	104	104
Lake Shore & Mich. So. 103	104	104	104	104	104	104
Consol. 7s.....	104	104	104	104	104	104
Consol. 7s, reg.....	121	121	121	121	121	121
2d Consolidated.....	116	116	116	116	116	116
Loh. & W.B. 7s, Con.....	116	116	116	116	116	116
Long Dock bonds.....	116	116	116	116	116	116
Louisville & Nashville. 122	122	121	122	122	122	122
7s, Consolidated.....	116	116	116	116	116	116
Manhattan.....	52	52	52	52	52	52
Metropolitan Elevated. 116	116	116	116	116	116	116
1st mortgage.....	101	101	101	101	101	101
Michigan Central.....	91	92	91	92	91	91
7s, 1902.....	120	120	120	120	120	120
8s, 1882, S. F.....	110	110	110	110	110	110
M. S. and N. I. 1st, S. F.....	103	103	103	103	103	103
Morris and Essex.....	103	103	103	103	103	103
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
7s of 1871.....	103	103	103	103	103	103
7s, Convertible.....	103	103	103	103	103	103
7s, Consolidated.....	109	109	109	109	109	109
N. Y. Cent. & Hud. Riv.....	131	130	130	130	130	130
6s, Sinking fund, 1883.....	105	105	105	105	105	105
6s, Sinking fund, 1887.....	107	107	107	107	107	107
1st mortgage.....	124	124	124	124	124	124
1st mortgage reg.....	124	124	124	124	124	124
N. Y. Elevated.....	124	124	124	124	124	124
1st mortgage.....	110	110	110	110	110	110
N. York and Harlem.....	130	130	130	130	130	130
Preferred.....	126	126	126	126	126	126
1st mortgage.....	126	126	126	126	126	126
1st mortgage, reg.....	126	126	126	126	126	126

## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
N. Y., Lake Erie & W.....	46	47	46	46	46	47
Preferred.....	71	72	72	72	72	72
2d Consolidated.....	87	90	89	90	91	90
New 2d 5s fund.....	84	84	84	84	84	84
N. Y., N. Haven & Hart 168	169	169	169	169	169	169
North Missouri 1st M.....	114	114	114	114	114	114
Northern Pacific.....	34	34	34	34	34	34
Preferred.....	58	58	58	58	58	58
Ohio and Mississippi. 31	31	31	31	31	31	31
Preferred.....	66	66	66	66	66	66
2d mortgage.....	112	112	112	112	112	112
Consolidated 7s.....	112	112	112	112	112	112
Consol. Sinking fund.....	112	112	112	112	112	112
Pacific Mail S. S. Co. 39	39	39	39	39	39	39
Pacific R. R. of Mo.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104
Panama.....	182	184	183	183	183	181
Philadelphia & Reading 68	69	69	69	69	69	67
Pitts., Ft. W. & Chi. 116	119	119	119	119	119	116
1st mortgage.....	126	126	126	126	126	126
2d mortgage.....	126	126	126	126	126	126
3d mortgage.....	126	126	126	126	126	126
Pullman Palace Car.....	123	122	122	122	122	119
Quicksilver Mining Co. 20	20	20	21	21	21	21
Preferred.....	65	65	65	65	65	65
St. Louis & San Fran. 45	45	45	45	45	45	44
Preferred.....	57	58	58	57	57	56
1st Preferred.....	75	77	76	76	77	77
St. L., Alton and T. H. 25	24	24	24	24	24	24
Preferred.....	111	111	111	111	111	111
1st mortgage.....	111	111	111	111	111	111
2d mort. preferred.....	103	103	103	103	103	103
Income bonds.....	94	94	94	94	94	94
St. L., Iron Mt. & S. As. 56	56	56	56	56	56	56
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	102	102	102	102	102	102
Tol., P. & W. ar. 1st E. D.....	102	102	102	102	102	102
1st mort. West. Div.....	94	94	93	92	92	92
Union Pacific.....	94	94	93	92	92	92
1st mortgage.....	110	110	110	110	110	110
Land Grant 7s.....	110	110	110	110	110	110
Sinking Fund 8s.....	119	119	119	119	119	119
United States Express. 48	47	48	48	48	48	48
Wabash.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102
7s, Consolidated.....	101	101	101	101	101	101
St. Louis Division.....	105	105	105	105	105	105
Wabash, St. L. & Pac. 46	46	46	46	46	46	46
Preferred.....	71	71	71	71	71	71
New Mort. 7s.....	97	97	97	97	97	97
Wells-Fargo Express. 102	102	102	102	102	102	102
Western Pacific bonds.....	107	107	107	107	107	107
Western Union Tel. 103	104	104	104	104	104	103
7s, S. F. conv., 1900.....	104	104	104	104	104	104

## Boston Stock Exchange.

Closing Prices for the week ending Feb. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Atch., Top. and San. Fe 134	134	138	139	141	143	145
1st mortgage.....	134	138	139	141	143	145
2d mortgage.....	134	138	139	141	143	145
Land Grant 7s.....	113	113	113	113	113	113
Boston and Albany.....	141	141	141	141	141	141
7s, reg.....	141	141	141	141	141	141
Boston and Lowell.....	90	89	89	89	89	89
Boston and Maine.....	120	120	120	120	120	120
Boston and Providence.....	130	130	130	130	130	130
Boston, Hart. & Erie 57	57	57	57	57	57	57
Burl. & Mo. R. L. G. 7s.....	140	141	141	141	141	141
Burl. & Mo. R. in Neb. 14	140	141	141	141	141	141
6s, exempt.....	107	107	107	107	107	107
Ohl., Burl. and Quincy 145	147	147	146	147	147	147
7s.....	116	116	116	116	116	116
Un., Sand. and Cleve. 17	17	17	17	18	18	18
Concord (\$50).....	140	140	140	140	140	140
Connecticut River.....	140	140	140	140	140	140
Eastern.....	86	88	87	88	40	44
New 4 1/2 Bonds.....	90	90	89	89	89	89
Fitchburg.....	90	90	126	90	90	90
Kan. C. Top. & West.....	90	90	90	90	90	90
Michigan Central.....	92	92	92	92	92	92
N. Y. & New England.....	54	54	53	53	55	55
7s.....	113	113	113	113	113	113
Northern, N. H.....	90	90	90	90	90	90
Norwich & Worcester.....	90	90	90	90	90	90
Ogden & Lake Cham 32	32	31	32	32	33	33
Preferred.....	81	80	82	82	82	82
Old Colony.....	112	112	112	112	112	112
7s.....	112	112	112	112	112	112
Ph., Wil. & Balt. (\$50) 69	69	69	68	69	69	69
Portl'd, Saco & Ports.....	69	69	69	69	69	69
Pueblo & Ark. Val.....	89	89	92	94	94	94
7s.....	109	109	109	110	110	110
Pullman Palace Car.....	124	128	125	124	122	122
Union Pacific.....	95	95	95	95	95	95
6s.....	109	109	109	110	110	110
Land Grant 7s.....	113	113	113	113	113	113
Sinking Fund 8s.....	116	116	116	116	116	116
Vermont and Canada.....	116	116	116	116	116	116
Vermont and Mass.....	117	117	117	117	117	117
Worcester and Nashua 58	59	59	60	60	60	60
Cambridge (Horse).....	60	60	60	60	60	60
Metropohtn. ( " ).....	62	62	62	62	62	62
Middlesex ( " ).....	62	62	62	62	62	62
Cal. & Hecla Mining Co. 288	241	241	245	242	245	245
Guiney.....	44	43	42	42	42	42



78@77½@88½@85. Union Pacific and Kansas Pacific, for each of which the Consolidated Union Pacific certificates were ready on Thursday, came together in price early in the week by a decline of 1½ and 8 per cent respectively. Pacific Mail is lower, in consequence of the company's determination to reduce rates and seek the development of its own business rather than continue longer to depend upon agreements with the Pacific railroads, which have been broken off.

The market for stocks outside the list has shown considerable activity in Denver and Rio Grande, Central Colorado Improvement 86 bid, California Pacific 23, Missouri Pacific (old stock) from 12 down to 10, Flint and Pere Marquette 21, Atlantic & Great Western 13½, seller 30 days, with 6 per cent. interest; Cairo & St. Louis 8, bid; B. & H. & Erie, 2½, and New Jersey Northern old stock, 2½. Indiana Cincinnati & Lafayette, which was sold under foreclosure, as noted in editorial columns, and ruled off the list, has sold at 3½@4 and there are rumors of action by the holders of the stock which will advance it sharply, but we cannot learn what is proposed to be done or how the purpose of reinstating the stock is to be accomplished.

Among the influences that have effected the stock market are the following, the Purchasing Committee of the International and Great Northern Railroad Company opened bids on Saturday for \$600,000 of the first mortgage 6 per cent. gold bonds of said company, amounting to \$2,588,000 and the bonds were awarded to the highest bidders at prices ranging from 95½ to 97 per cent.

The Atchison, Topeka and Santa Fe, and Pueblo & Arkansas Valley will consolidate on Monday, on the basis of two-fifths for the Pueblo and three-fifths for the Topeka line.

The Board of Directors elected for the new Atlantic & Pacific road includes two active directors of the Chicago, Burlington & Quincy road, Messrs. Coolidge and Paine. The construction of the new line is to begin in March. This consolidation advanced the stock of both companies in Boston 3@4 per cent. The contract by which the St. Louis & San Francisco road unites on even terms with the Atchison, Topeka & Santa Fe to build the Atlantic & Pacific road to San Francisco was signed last Saturday.

Sterling Exchange opened dull and lower on a moderate supply of commercial and bankers bills and a light demand from importers, at the close however this was changed and the market strengthened.

Imports of specie have almost ceased and small exports were made the past week. Importations of merchandise have been larger while exports have remained about stationary at a little over \$6,000,000 in value.

Money was stringent on the opening of the week but grew easy later. The bank statement shows a loss of \$1,519,400 specie and an increase of \$1,442,500 in legal tenders, the payments into the Sub-Treasury being large enough to prevent the return of money from the interior from showing in the returns. The loans are increased \$3,125,900, while the circulation is decreased \$183,000. The change in deposits is an increase of \$2,192,200, which results in a loss of \$624,950 in surplus reserve, reducing it to \$3,619,325.

The lawful money reserve shown by this statement is 26.53 per cent of the deposits, against 26.79 a week earlier.

The position compares as follows with last year:

	Feb. 1, 1879.	Jan. 31, 1880.	Increase.
Loans....	\$238,241,400	\$283,194,500	\$44,953,100
Specie....	18,683,800	50,312,800	31,679,500
Legal ten.	54,048,800	18,586,000	*35,462,800
Deposits..	219,219,200	259,675,900	40,456,700
Circulation	19,486,600	21,529,900	2,043,300
Reserve...	33.15	26.53	*6.62
Surplus...	17,877,300	3,979,825	*13,897,475

Money on call, with stock collateral, was 5@6 per cent throughout the week, except that on Friday when the rate reached 1-64@1-32 bonus in addition to the legal 6 per cent, in consequence of payments for 50,000 shares of Central Pacific stock and large payments into the Sub-Treasury. On Saturday 5@6 per cent was in force all day. On Governments the rate was about 4 per cent, with the bonds lending at 2½@3 per cent carrying on call and on time. Time-loans on stocks have become rather dearer, and are quoted 6 per cent for 30 days and 5½ for 60 days to four months. On Governments, with 10 per cent margin, money can be had for 3 months at 3½ per cent. Prime commercial discounts are apparently a shade easier, quoted at 5@5½ per cent. Exchange on New York is steady at the South and lower at the West and in Boston.

The Syndicate which bought 50,000 shares of Central Pacific last week are said to have sold the entire lot at 84@85, suddenly placing new securities worth \$4,250,000 upon the market, and the rates for money showed traces of it on Friday last.

Government bonds have been irregular, as the investment demand has been light for a week or ten days past, and some speculation arisen on possible action of Congress. The quarterly interest on fives of 1881, say 6¼ millions, was paid at the Treasury on Monday, and a call for \$11,000,000 of bonds for the Sinking Fund was made later in the week.

State bonds have lost some of their animation, and District of Columbia 3.65s were also lower.

Railroad bonds continue firm for first-class varieties, and the speculative descriptions have shown less activity, excepting Missouri, Kansas and Texas issues, which are materially better, and Erie second consols, which advancing under large purchases to 90 early in the week, but afterwards reacted somewhat with the stock market.

Messrs. Sheldon & Wadsworth, fiscal agents of the Utah and Pleasant Valley Railroad have advanced the price of the First Mortgage 7 per cent bonds to 90, and interest May and November, as the issue has nearly all been taken by New York capitalists familiar with the prospects of the road.

Messrs. Amerman & Burwell inform us that they expect to advance the price of the First Mortgage 7 per cent bonds of the St. Louis, Hannibal and Keokuk Railroad on or about February 15th to 95 and interest.

Mr. Wm. R. Utley is in immediate want of a number of miscellaneous railroad bonds and stocks, the different kinds of which will be noted by referring to his card in another column.

Mining stocks have been quiet and without important change for the better or worse.

Mr. H. Osterberg's plan for a Stock Clearing-

House, which has secured the provisional approval of a number of prominent firms, will commence its experimental operations soon. The plan involves the handling by the Clearing-House of neither stocks nor money. The experiment is to be conducted for one week without charge to those who use it.

The closing quotations on Thursday were: Adams Express, 108@108½; American Express, 56@57; Atlantic and Pacific Telegraph, 42@42½; Canada Southern, 67@67¼; Central of New Jersey, 81¼@82; Central Pacific, 81¼@81½; Chesapeake and Ohio, 22@22½; do. 1st pref., 30@32; do. 2d pref., 24@24¼; Chicago, and Alton, 107¼@108; do. pref., 120@122; Chicago and Northwestern, 89¼@89½; do. pref., 104¾@105¼; Chicago, Milwaukee and St. Paul, 78¼@78¾; do. pref., 102¼@102½; Chicago, Rock Island and Pacific, 149¾@150; Cleveland, Columbus, Cincinnati and Ind., 77¾@78; Cleveland and Pittsburg, 112@113; Columbus, Chicago and Indiana Central, 22½@22¾; Delaware and Hudson Canal, 74¼@74¾; Delaware, Lackawanna and Western, 85¾@86; Hannibal and St. Joseph, 40@40¼; do. pref., 70¾@70¾; Illinois Central, 103¾@104; Lake Shore and Michigan Southern, 104¼@104¼; Louisville and Nashville, 113@120; Michigan Central, 90¾@91½; Morris and Essex, 102½@103¼; Manhattan Railway, 50½@50¾; Metropolitan Elevated, 113@114; New York Elevated, 120@121; N. Y. Central and Hudson River, 132@132¼; New York and Harlem, 160@161; New York, Lake Erie and Western, 48@48½; do. pref., 72@72½; Northern Pacific, 33@33½; do. pref., 56¾@57¼; Ohio and Miss. 81¼@81½; do. pref., 67¼@68; Pacific Mail, 40¾@40¾; Panama, 180; Philadelphia and Reading, 68@68¼; Quicksilver, 21¼@21¾; do. pref., 64½@65½; St. Louis, Alton and Terre Haute, 24@26; do. pref., —@62; St. Louis and San Francisco, 43½@44½; do. pref., 56@57½; do. 1st pref., 74½@75; St. Louis and Iron Mountain, 56½@56¾; Union Pacific, 92¾@93¼; United States Express, 45½@47; Wells Fargo Express, 102¾@103¼; Western Union Telegraph, 104¼@104½; Wabash, St. Louis and Pacific, 45½@45¾; do. pref., 70¼@70¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Paul and Minn. R. R., 50; do. 1st, 103¼; Ind., Bloom, and Western R. R., 40½; do. inc., 63½; do. 1st, 75; do. 2d, 65; Lake Erie and Western R. R., 31¾; do. 1st, 93½; St. Paul and Sioux City R. R., 88¼; do. pref., 78¼; do. 1st, 101; Chesapeake and Ohio 1st pref., 32½; do. 2d pref., 24¼; do. 1st mort. Series B, 67¾; do. cur. int. def., 43¾; Missouri, Kansas and Texas R. R., 46¾; do. 7s, consol. S. F. ass., 105½; do. 2d, 68; Marietta and Cincinnati 1st pref., 16; do. 2d pref., 11¼; Mobile and Ohio R. R. ass., 23½; do. 1st, 99½; do. 1st debent., 78; do. 4th debent., 36; Nashville, Chattanooga and St. Louis R. R., 83½; do. 1st, 113; Rome, Watertown and Ogdensburg 1st consol., 63; Cairo and Fulton 1st, 106; Houston and Texas Central 1st, Inc. and Ind., 98; do. 2d, M. L., 113; Denver and Rio Grande 1st, 104; Ind., Dec. and Spring. 1st, 102¼; do. 2d, 74; St. Louis and Iron Mt. 1st pref. inc., 88¾; do. 2d



pref., inc., 68½; do. Arkansas Br. 1st, 104¾; do. Cairo, Ark. and Texas 1st, 101½; St. Louis and San Francisco 2d, class A, 91; do. C, 70¾; do. B, 71½; Houston and Gt. Northern 1st, pur. com. rec., 104; do. 2d, do., 48; Chicago, Burlington and Quincy 8s, 109; do. 5s, 100; Toledo and Wabash Equip., 40; do. fund. int. consol., 85; Oregon Railway and Nav., 109½; do. 1st, 92; Chicago, St. Louis and New Orleans R. R., 89¾; do. consol., 111; do. 2d inc., 74½; Keokuk and Des Moines R. R., 19; do. pref., 87½; Texas Pacific Income, L. G., 79½; Col. Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 94; do. Inc., 48½; Lehigh and Wilkesbarre consol. ass., 99½; Am. Dock and Imp. 7s, 108¾; Chicago, and Milwaukee 1st, 114; Winona and St. Peter 1st, 108; do. 2d, 112; Albany and Susq. 1st consol., 109½; Louisville and Nashville 2d, 104½; Laf., Bloom. and Muncie 1st, 93¾; Central of New Jersey 1st consol. ass., 106¾; do. conv. ass., 106½; do. Adjmt., 106½; do. Income, 85¾; Del. and Hudson 1st, Penn. div., 111½; Hudson River 2d, S. F., 110; Ohio and Mississippi 1st, Springfield div., 77¾; St. Paul, Min. and Mar. 1st, 107¾; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 108¾; do. St. Charles Bridge 1st, 107; do. Omaha div., 107¾; Kansas Pacific 6s, Denver Div. ass., with coup. certif., 108¾; do. Inc. No. 16, 85; Chicago and Eastern Illinois 1st, 97; Toledo, Peoria and Warsaw 1st, pur. com. rec., 106; Louisville, New Albany and Chicago R. R., 65; Chicago, Mil. and St. Paul, S. W. D., 6s, 101½; Boston and New York Air Line pref., 52; Clev., Col., Cin. and Ind. consol., 108½; Philadelphia and Reading Inc. 7s, 90; Ind., Cin. and Laf. R. R., 4¼; Michigan Central 6s, 1909, 110; Boston, Hartford and Erie 1st, 58; Cedar Falls and Minn. R. R., 50; Cin. and Spring. 1st, guar. by C., C. C. and Ind., 106; Suro Tunnel, 3¾; Canton, 63; Am. Dist. Tel., 71½; Central of New Jersey Land and Imp. Co., 37; Excelsior Mining Co., 22; Little Pittsburgh, 27; Standard, 31¾; Central Arizona, 11¾; Leadville, 4¾; Caribon consol., 4¾; Homestake, 38; Climax, 3½; Mariposa L. & M., 3½; La Plata, 5¾; Ontario Silver, 38½; New Central Coal, 28; South Carolina 6s, non fund., 6½; Arkansas 7s, L. R., P. B. & N. O. R. R., 8½; Louisiana 7s, consol., 49; Virginia 6s, consol., ex mat. coup., 51; do. 6s, def., 9; Tennessee old, 86½; Alabama Class A, 87; North Carolina 6s, special tax, 3d class, 6½; do. 6s, fund Act, 1868, 11½; do. 6s, new, issued to Chatham R. R., 5; Missouri 6s, 1888, 107; do. H. & St. J. issue, 105¼.

**Boston.**—Denver and Rio Grande R. R., 68; do. 7s, 91½; Kansas City, Fort Scott and Gulf R. R., 49; do. pref., 76; do. 7s, 106½; Little Rock and Ft. Smith R. R., 66; do. 7s, 100¾; Indianapolis, Cincinnati and Lafayette R. R., 1½; California Pacific R. R., 24; Flint and Pere Marquette R. R., 26; Iowa Central R. R., 13½; Chicago and West Michigan R. R., 69; Chicago, Clinton, Dubuque and Minnesota R. R., 69½; Rutland R. R., 9¼; do. pref., 36¼; do. 1st, 6s, 100; Burlington and Missouri River in Nebraska 6s, non-exempt, 102; New Mexico and Southern Pacific 7s, 109; Kansas City, Lawrence and Southern R. R., 76½; do. 4s, 85½; Kansas City, St. Joseph and Council Bluffs R. R., 79½; do. 7s,

109; do. inc., 6s, 91; Cin., Sand. and Clev. 2d 7s, 94; Boston, Clinton, Fitchburg and New Bedford pref., 96; Republican Valley R. R., 140; do. 6s, 100½; Summit Branch, 20¾; Oswego Midland 2d 7s, 11½; Wisconsin Valley R. R., 76; do. pref., 75; do. 7s, 104¾; Detroit, Lansing and Northern pref., 108; Maine Central R. R., 48; Wichita and Southwestern R. R., 76; Atchison and Nebraska R. R., 78; Louisiana and Missouri River R. R., 16; Kansas City, Topeka and Western 7s, 115; Portsmouth, Gt. Falls and Conway R. R., 27; Atchison, Topeka and Santa Fe guar. 7s, 108½; Ogdensburg and Lake Champlain 6s, 98; Florence, El Dorado and Walnut Valley 7s, 102; Boston, Revere Beach and Lynn R. R., 99; Boston Land, 11¼; Boston Water Power, 16½; Brookline Land, 6¼; Waverly Land, 60c.; Blue Hill, 8; Brunswick Antimony, 13; Copper Falls, 12; Central, 47; Duncan Silver, 4¼; Franklin, 44¼; Humboldt, 1½; Hungarian, 87½; Meunard, 3¾; National, 5¾; Osceola, 47; Orford Nickle, 9¼; Pewabic, 64; Phoenix, 14¼; Pontiac, 1; Ridge, 9; Star, 2; South Hite, 3; Sullivan, 11; Superior, 37c.; Union 4; Washington, 50c.; Winthrop, 1.

**Philadelphia.**—Pennsylvania and New York Canal 7s, 120; Philadelphia and Reading R. R. scrip, 88½; do. Gen'l mort. 6s, 88; Oil Creek 1st mort., 99; Pittsburgh and Titusville Inc. 7s, 50; Pennsylvania Canal 6s, 80½; Warren and Franklin 7s, 100; Huntingdon and Broad Top Mt. 1st mort., 117; do. consol. 7s, 65; Elmira and Williamsport 5s, 85½; Texas and Pacific R. R., 42¾; do. 1st mort., 105¾; do. consol. mort. 6s, 98; West Jersey 7s, 117; Lehigh Nav. consol. mort. 7s, 102; Pennsylvania Co. 6s, 104½; Sunbury, Hazleton and Wilkesbarre 5s, 82; Belvidere Delaware 3d mort., 104; Stony Creek R. R. 7s, 108; Am. S. S. Co., 30; Union Pass. R. R., 105; Frankfort and Southwalk R. R., 115; Philadelphia and Gray's Ferry R. R., 60; Philadelphia, Germantown and Norristown R. R., 102½; Nesquehoning Valley R. R., 53½; Central Transp., 46¾; Germantown Pass. R. R., 69¾; St. Paul and Du-luth R. R. pref., 65; People's Passenger R. R., 18¼. The latest quotations are: City 6s, 106@108; do. free of tax, 120@—; do. 4s, new, 101½@102½; Pennsylvania State 6s, 2d series, 100¾@101; do. 3d series, 106¾@106¾; do. 5s, new loan, 110½@112; do. 4s, new, 108@104; Philadelphia and Reading, 33¾@34; do. consol. mort. 7s, coup., 115@115½; do. reg., 110@—; do. mort., 6s, 102@102½; do. 7s, 1898, 115½@—; United New Jersey R. R. and Canal, 155½@156¾; Pittsburgh, Titusville and Buffalo R. R., 18½@18½; do. 7s, 77½@78; Camden and Amboy mort. 6s, 1889, 111½@—; Pennsylvania R. R., 51¼@51½; do. 1st mort., 101¾@102; do. gen'l mort., coupon, 114½@115; do. reg., 113@117½; do. consol. mort. 6s, reg., 112¾@113; Little Schuylkill R. R. 52@—; Morris Canal, 37½@64; do. pref., 145@150½; Susq. Canal 6s, 75@82; Schuylkill Nav. 8@8½; do. pref., 16½@17; do. 6s, 1882, 82@83; do. 1872, 101@103½; Elmira and Williamsport pref., 51¾@51½; do. 7s, 105@110; do. 5s, 85@87; Lehigh Coal and Navigation, 36¾@37; do. 6s, 1884, 106½@106¾; do. R. R. loan, 111@—; do. Gold Loan, 103½@104; Northern Pacific 33¾@34; do. pref., 67¼@67¾; North Pennsylvania, 51½@51½; do. 6s,

109@109½; do. 7s, 115@—; do. Gen'l mort. 7s, reg., 115@116½; Philadelphia and Erie, 17¼@17¾; do. 6s, 103½@—; do. 7s, 113¼@114; Minehill, 56@56½; Catawissa, 15@—; do. pref., 48¾@49; do. new pref., 48@50; do. 7s, 1900, 112@116¾; Lehigh Valley 51¾@52; do. 6s, coupon, 115@117; do. reg., 115@—; do. 2d mort. 7s, 124¼@125¼; do. consol. mort., 110¾@111½; Fifth and Sixth streets (horse), 110@116; Second and Third, 101@101; Thirteenth and Fifteenth, 85@95; Spruce and Pine, 58@60; Green and Coates, 94@96; Chestnut and Walnut 73@—; Hestonville, 23¾@24; Germantown, 69¾@70; Union, 105@110; Lombard and South, 18@20; West Philadelphia 80@85; People's, 18½@18½; Ridge Av., 74@85.

**Baltimore.**—Atlanta and Charlotte, R. R., 23; do. 1st, 80; Virginia and Tenn. 8s, 117; Northern Central 5s, 79¼; Canton 6s, 108; Central Ohio pref., 49; Baltimore and Ohio scrip, 150½; do. 2d pref., 105; People's Pass. R. R., 103; Wilmington and Weldon R. R., 111; Maryland Defense 6s, 107¾; North Carolina 4s, 68; Baltimore City 6s, 1890, 114; do. 6s, 1886, 109; do. 5s, 1894, 109¼; do. 5s, 1916, 110½; Virginia Peelers, 80; do. coupons, 16; do. 10-40 coupons, 80; Norfolk Water 8s, 117; Atlantic Coal, 1.50; George's Creek Coal, 99. The latest quotations are: Baltimore and Ohio, 154@155; Northern Central, 33¼@33¾; do. 6s, 1900, 109¾; do. 6s, 1900, gold, 106@106½; do. 6s, 1904, gold, 102¾@102¾; do. 5s, 79½@80; Marietta and Cincinnati 1st mort., 1892, —@109½; do. 2d mort. 7s, 81@82; do. 3d mort. 8s, 51¼@51¼; do. 1st, sterling, 102@106; Central Ohio 1st mort., 109¾@110¼; Western Maryland, 8@8½; do. 1st, undorsed, 108@108; do. 2d pref., 97@97½; Pittsburg and Connellsville 7s, 113¼@114; Orange and Alexandria 4th, 43@44; Orange, Alex. and Manassas 7s, 88¾@84; Virginia consol. 6s, 48¾@49; do. 2d series, 30@31; Virginia Consol. coupons, 76@77; Virginia 10-40 bonds, 35¾@36¼.

#### One of our best Fire Insurance Companies.

The statement of the Home Fire Insurance company of New York, printed in another column, shows that the past year, which has been so unprofitable to most companies and disastrous to some, has not affected the standing of this company which has long ranked among the first of our home fire companies and stands second to none of the foreign Insurance Companies doing business here. Its surplus is large, being over one and one quarter million dollars, while its cash assets are nearly six and one half millions. These are carefully invested, as will be seen, over \$3,000,000 being in United States bonds which can be immediately converted into cash in an emergency, while nearly \$2,000,000 are invested in first mortgages on real estate, making five-sixths of its assets in the safest securities in the market. This is a showing that speaks for itself, and it is needless to say to insurers that when their premiums are paid to such a company, their property is as safe as it can be made.

The Ontario Silver Mining Company has declared its fifty-second dividend (for January) of 50 cents per share, payable at Wells, Fargo & Company's on the 16th. Transfers close on the 10th.



**North Shore and Northern Colonization Railways.**

The North Shore Railway has at length passed out of the hands of the contractor, Hon. Thos. McGreevey, to the local Government of Quebec. It cannot be much less than a quarter of a century since the first promoters of this work began to put forth their energies. In the end it was found possible to build it only by the credit of the Local Government; and if there had been no Local Government it is probable that the North Shore Railway would not have been built. Indeed the development of the railway system of Quebec has been owing almost entirely to the energy of the Local Government.

The expenditure on this class of public works has been greater than the revenue of the province would properly warrant; and now, the roads having been built, the Government is anxious to dispossess itself of some of them, this among the number. The Dominion Government is looked to as a possible purchaser. It is obvious that the Dominion Government is, without this road, burdening its resources with as great a weight as they can bear.

The contract price of the North Shore Railway from Quebec to Montreal was \$4,782,387 55; but as the contractors carried the work only to St. Martins, where it joins the Northern Colonization road, which is continued westward to Ottawa, the amount he received was probably not more than \$3,832,387 55. The contract price of the Northern Colonization Railway from Montreal to Aylmer was \$3,601,649 95, the total for the two roads being \$7,384,037 50. But the amount actually paid for the whole line of railways from Quebec to Aylmer is \$9,821,546 17, which is \$1,887,508 67 more than the original contract stipulation. And yet there remain works to be completed at an estimated cost of \$1,887,508 67; so that the total amount required in excess of the stipulations of the original contract is \$3,065,597 94.

To ask the Dominion Government to purchase these roads is to ask it to incur an additional obligation of some ten millions of dollars. It is well to understand, at this early day, what the new fiscal policy of the Quebec Government means; and this is its meaning, as near as it is possible to make out at present. Of course it might be willing to take considerably less than cost price rather than operate the roads at a loss, and this would make a difference.—[Monetary Times.

**Columbus, Findlay and Northwestern R. R.**

Columbus has been noted for some time as a great railroad center, but it is still adding to these facilities in a remarkable degree. The past season saw the successful completion of the Sunday Creek Valley road, and now, with the Northwestern extension, a line across the State is promised, under the name of the Ohio Central Company. There are at the same time some three or four narrow gauge roads building into the city. But there is now a project forming for a northwestern extension of the Scioto Valley road, which will make it a trunk line across the State and give an outlet to the great grain and mineral resources of the Valley.

A certificate of incorporation of the Columbus, Findlay and Northwestern Railroad Company has been filed with the Secretary of State. The road passes through the counties of Franklin, Delaware, Union, Marion, Hardin, Wyandot, Hancock, Wood, Henry, Fulton and Williams, with the terminal Columbus and the north line of Williams county. The capital stock to construct the road is one million dollars in shares of \$50 each, and the offices of the company are to be located in Columbus. The following are the incorporators: E. T. Dunn, John M. Hamlin, W. E. Snyder, N. M. Adams, D. Joy, Peter Hosler, Robert Scott, W. B. Huffman, F. M. Rummell, D. Haupt, H. E. Cary, H. F. Winders, L. G. Randall, Samuel D. Frey, J. W. Miller, W. E. Carcehan and McManroe.

Besides this Northwestern road, the Scioto Valley is to have an extension or branch into the coal fields, and Mr. Chapman is now in the East

to consummate this part of the project. Much of the route is laid out and the company is organized and ready for construction. It promises to be an enterprise of considerable importance to Columbus. It is the intention, in the future, to extend the road into Michigan and secure lake points for coal.—[Ohio State Journal.

**Canada Southern Railway.**

From the report of this company, recently issued, we learn that the total gross earnings for the year ending December 31, 1879, were \$2,995,365 68, the total operating expenses \$2,448,090 41, and the net earnings \$547,275 27. Deducting from this \$391,452 50 as the accrued interest on new first mortgage bonds, a surplus for the year of \$155,822 77 is left as against \$57,187 18 in 1878. The length of the main line and branches is given at 467.55 miles. The construction account for the year amounted to \$310,128 57, and the equipment account to \$748,593 75. A large addition has been made to the rolling stock out of the proceeds of the new first mortgage bonds of 1878.

The following statement shows the disposition of the new first mortgage guaranteed bonds of the year, these being the only mortgage liability of the company:

Authorized issue.....	\$14,000,000 00
Used in refunding old issues and in purchase of bonds of other companies in accordance with the "Arrangement Scheme".....	\$11,272,050 04
Used for construction and purchase of equipments, &c., and in settlement of old floating debt....	2,225,261 67
Held for further refunding and further purchases of bonds.....	811,104 99
Total.....	\$13,808,416 70

Balance of company's reserve.... \$191,583 39

The assets and liabilities are as follows:

**ASSETS.**

Construction and equipment.....	\$23,777,145 14
Capital stock Canada Southern Bridge Co.....	\$450,000 00
Capital stock Toledo, Canada Southern & Detroit Railway Co.....	855,000 00
Capital stock Erie and Niagara Railway Co.....	100,000 00
Capital stock Michigan Midland and Canada Railroad Co....	204,125 00
1st mortgage bonds Canada Southern Bridge Co.....	973,000 80
1st mort. bonds Toledo, Canada Southern & Detroit Railway Co.....	1,492,506 25
1st mortgage bonds Erie and Niagara Railway Co.....	600,000 00
1st mortgage bonds Michigan Midland and Canada Railway Co.....	216,495 00
Capital stock New York Central Sleeping Car Co.....	25,000 00
Capital stock International Br. Co.	100 00
Materials and supplies on hand....	226,824 32
Bills and accounts receivable.....	921,588 18
Uncollected balances in hands of agents, &c.....	\$348,000 78
Cash.....	137,484 14
Total.....	\$30,370,268 76

**LIABILITIES.**

Capital stock.....	\$15,000,000 00
New 1st mortgage bonds issued..	13,497,311 71
New 1st mort. bonds held against Old 1st and 2d mortgage bonds not yet refunded—	
For \$239,000 1sts at par.....	239,000 00
For \$16,216 19 2ds at 81½.....	5,108 10
Coupons payable.....	194,793 71
Bills and accounts payable.....	1,153,548 14
Income account.....	280,507 10
Total, as above.....	\$30,370,268 76

**Western Maryland Railroad.**

The following statement of the bonded debt of the Western Maryland Railroad Company January 1, 1880, is from the Message of the Mayor of Baltimore:

First mortgage.....	\$600,000 00
First mortgage coupons held by city	71,742 00
Interest on coupons to Jan. 1, 1880	17,857 45
Second preferred mortgage.....	600,000 00
Second mortgage.....	600,000 00
Interest to Jan. 1, 1880.....	396,000 06
Third mortgage.....	875,000 00
Interest to Jan. 1, 1880.....	472,500 00
Fourth mortgage.....	1,000,000 00
Interest to Jan. 1, 1880.....	450,000 00
Funded coupons of 1870.....	177,596 00
Funded coupons of 1879.....	365,160 00
	\$5,625,855 45
Less sinking fund in hands of city.	184,501 59
	\$6,441,353 86

The Western Maryland railroad, under its able and efficient management, is now in a prosperous condition, with a steady increase in its receipts. A junction has been made with the Baltimore and Hanover railroad, which promises to add largely to its revenue. The connection with Waynesboro', which will be completed within the next sixty days, will also prove a valuable feeder. The road is now paying the interest on the first and second preferred mortgage bonds, of which latter the commissioners of finance hold \$178,600. I have no doubt that the city will eventually realize a return from a large portion of its investments in this corporation.

**Blast Furnace Industry.**

The relative condition of the blast furnace industry in the United States for the past six years is shown by the Iron Age in the following table of furnaces in and out of blast on the first days of January, 1875 '80.

**FURNACES IN BLAST JANUARY 1.**

	1875.	1876.	1877.	1878.	1879.	1880.
Charcoal...152	95	73	79	79	93	
Anthracite...130	100	87	98	96	165	
Bituminous...81	98	84	86	82	126	
Total....363	293	244	263	257	384	

**FURNACES OUT OF BLAST JANUARY 1.**

	1875.	1876.	1877.	1878.	1879.	1880.
Charcoal...145	186	209	189	180	146	
Anthracite...87	125	136	128	130	67	
Bituminous...96	109	123	132	123	80	
Total....328	420	468	449	433	293	

The capacity of furnaces in blast, or likely to be in a short time is 81,622 tons per week, or 4,244,344 tons per year. Of those out of blast the capacity is 2,146,820. Consumption of pig iron during 1880 is not estimated at over 5,000,000 tons. With this productive capacity, and the enormous importations of all descriptions of iron and steel, there seems to be good basis for considering present high prices as artificial to no little extent, particularly so, considering the fact



that there are large amounts of stock withheld from the market for effect.

#### Brooklyn and Long Island City Elevated Railroad.

The Brooklyn and Long Island City Elevated Railroad Company has been organized in Brooklyn, with a capital of \$5,000,000. The officers of the company are: President, Richard G. Phelps; Vice-President, Ludwig Semler; Treasurer, Job Corbin; Secretary, Mortimer C. Earl; Attorney, J. R. Allaben. The route of the proposed road is from the junction of Twenty-first street and Ninth avenue, along Ninth avenue to Flatbush avenue, Flatbush to Fulton, Fulton to Pearl, Pearl to Tillary, Tillary to Hudson and Park avenues, crossing private property, and through the slaughter house situated there; thence along the route of the Brooklyn Elevated road on Park avenue, Clason to Kent, Kent avenue to First street, First to Franklin, Franklin to Commercial, Commercial street to Manhattan avenue, and over Newtown Creek Bridge to Long Island City; thence along Franklin street to Prospect street by the Court House, and thence to the easterly terminus of the New York and Long Island Bridge over Blackwell's Island, and along said bridge to the water front. A branch is provided for from the main line at the corner of Tillary and Bridge streets, running through Bridge to Water, and Water street to Fulton Ferry, with a spur running through Sands or York street to the East River Bridge.

#### The Duty on Steel Rails.

AN ARGUMENT BY H. V. POOR IN BEHALF OF A REDUCTION OF THE DUTY.

WASHINGTON, Feb. 3.—The Committee on Ways and Means began this morning the hearing of arguments on the subject of the duty on steel rails. The bill under consideration before the committee is one introduced by Mr. Covert, of New York, fixing the duty on steel rails at \$10 per ton—the present duty being \$28.

Mr. Henry V. Poor, of New York, editor of the "Railway Manual," appeared for the Illinois Central and a number of other railroad companies, and submitted an argument in favor of the bill. It is said that Mr. Poor has lately opened a bureau in New York City for the purpose of agitating for a reduction of this duty, and that he has been sending out circulars to the railroad companies of the country, inviting them to join with him in the crusade.

Mr. Poor began by making an elaborate statement of the origin and growth of the railroad system of the country, and then said that in the great depression which followed the panic of 1873 there were only 1,712 miles of railroad constructed, as against 7,379 miles in 1871; and that the price of steel rails in this country fell to \$40 a ton, only \$12 more than the duty. In 1879 a new impetus was given to railroad construction, and 4,445 miles were built in that year. Mr. Poor estimated that 7,000 miles would be built in 1880 if the needed amount of rails can be had. Mr. Poor claimed that an ample supply of rails can be obtained only by promoting the importation of foreign rails by reducing the duty. Mr. Poor said that the steel rails needed during the year for renewals would be at least 1,000,000 tons; so that for the old and new roads combined there would be an annual demand for 1,600,000 tons—double the capacity of all the American works, whether producing steel or iron rails. Unless rails can be had from other than American sources, a vast mileage of railroad lines now projected,

and for which money can be readily provided, would remain in abeyance indefinitely.

Mr. Poor said that American steel makers, it might be supposed, would willingly consent to a return to lower duties, but they were deaf to all appeals. If action on the subject was to be had at all, that action should be immediate. The difference in price of steel rails, between \$50 and \$80 a ton, was a difference which would apply this year to 2,000 or 3,000 miles of railroad, each mile requiring about 100 tons of steel rails. In Texas alone more than 1,500 miles of line are awaiting construction, provided rails can be had. It was for Congress to say whether or not such an extent of mileage shall be constructed this year.

Mr. Poor quoted a letter published in the New York Tribune on the 16th of April last, from Mr. D. J. Morrell, president of the American Iron and Steel Association, commenting severely on Mr. Vanderbilt's purchase of 12,000 tons of English steel rails.

Mr. Poor asked the committee how long that great monopoly (the American Iron and Steel Association) would be allowed to bully, not only quiet and respectable citizens acting within the scope of their rights and duties, but Congress itself.

Mr. Poor was subjected to a close examination by Mr. Kelley and other members of the committee, particularly as to the effect of the American steel rail production on the market price.

Mr. Poor gave it as his opinion in general terms that if there had been no American production of steel rails the competition of English manufacturers among themselves would have kept the prices just as low.

#### The London and Lancashire Fire Insurance Company.

About six months ago, when the London and Lancashire Fire Insurance Company of Liverpool, England, first opened a branch in this city with Mr. James Yereance as manager, it ventured to predict—from a reference to Mr. Yereance's previous record in the Insurance business—that the new English company would show a good balance sheet at the close of the year.

A glance at the company's first statement covering about six months business up to January 1st of this year, published in another column of this issue, shows how thoroughly Mr. Yereance has justified the strongest expectations that had been formed for the results of his management. The company's exhibit may truly be said to be remarkable when contrasted with the results shown by the aggregate of the whole insurance business of the country for 1879.

Taking 64 New York State Insurance Companies we find the aggregate of their receipts exceeded their expenditures—exclusive of dividends—by \$4,095,000, giving an average net gain of \$64,000 for each company. Making the same calculation for the 22 Foreign Insurance associations domiciled in this city, the average net income of each is found to be less than \$73,000. By the same process the London and Lancashire Company is seen to have established a clear gain of over \$218,000 after allowing for the large additional expense necessarily incurred in establishing a new business.

These figures carry an argument with them which insurers will not fail to appreciate, as it is the result of prudent and conservative management, qualities which are too often lacking in companies whose competition for business has led to results painfully manifested in the annual balance sheets our Insurance laws wisely compel them to publish. It will further be noticed that the

whole of the assets of the company are in a form which many of our domestic companies may well envy, unsaleable and uncollectable Real Estate items being conspicuously absent. Both the company and its able manager may well feel proud of such an exhibit.

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at the agency of the company in the City of New York. Interest payable April 1 and Oct. 1 at the same place.

THESE BONDS are secured by a FIRST MORTGAGE on the ROAD, EQUIPMENT, PROPERTY, and FRANCHISES of the company (limited to \$12,000 per mile), and convertible into stock at the option of the holder.

\$1,300,000 CASH, equal to more than one-half the total cost of the road, has already been EXPENDED in construction and equipment. A LARGE PORTION of the ROAD is NOW in OPERATION, and the BALANCE WILL BE COMPLETED WITHIN SIX MONTHS.

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### New Sleeping Car for the Boston, Hoosac Tunnel and Western Railroad.

The Boston Journal gives the following description of a new sleeping car recently constructed to run between Boston and the West through the Hoosac Tunnel and over the Erie Railway:

The car is named the Manhattan, and is furnished with all the latest improvements that the past experience of the Pullman Company has found worthy of adoption. The outside ornamentation of these cars is of an Eastlake style, and of a standard lately adopted for this company's cars. A new feature consists of 42-inch paper wheels, with patent "Mulley," Colletly's journal, and with patent stop wedge bearings, besides the usual Miller platform and Westinghouse automatic brake. The interior of the coach is fitted up with unusual elegance, even for this company, which is noted for the superb fittings of its palaces upon wheels. The ceilings are of oak, elaborately decorated with designs of flowers. The berth fronts are inlaid with different varieties of wood, such as satin wood, teak, French walnut, amyrinth, &c., in new designs. The seats are upholstered with the standard crimson plush used by the company. The gentlemen's toilet compartment and the smoking rooms at one end of the car, and the ladies toilet compartment at the other, are finished in solid mahogany. The interior of the car is divided into twelve sections, which, with four berths in a section, gives sleeping accommodations for 48 persons. Another new feature adopted for this car is what is called the Hicks & Smith hurricane lamp, for which is claimed the merit that no smoke from it can get into the car, and that even a hurricane cannot extinguish it. Altogether it is claimed for this car and its companions which are to run in the line that they are the finest that have ever been turned out from the hands of the Pullman Car Company at their works in Detroit, where nearly a thousand of their sleeping and dining room cars have been constructed.

### Riot Losses.

In the U. S. Court, at Philadelphia on the 23d ult, Judge McKennan delivered an opinion in the case of John Sherman Hall against the Pennsylvania Railroad Company. This is a test suit tried in 1878 to fix the responsibility for loss by the Pittsburgh riot. A jury was dispensed with and evidence submitted to the Judge to ascertain the facts and apply the law. After reviewing the testimony Judge McKennan concluded his opinion as follows:

"Upon the whole case I am of the opinion, and so find that the loss complained of was caused by fire while the plaintiff's goods were in transit by the defendant, within the meaning of the exception in the bill of lading; that the defendant is not shown to have been guilty of any negligence by which the efficiency of the exception is in any way impaired, and henceforth the plaintiff is not entitled to recover."

It was admitted at the trial that the plaintiff's goods were destroyed by fire during the riot, and the bill of lading offered in evidence contained a clause excepting the liability of the railroad company for freight loss by fire.

At a meeting of the Charleston (S. C.) Chamber of Commerce, held on the 31st ult, to promote the completion of the Western railroad connections of Charleston, resolutions, tendering support to the present movement to unite the Northwest with the Atlantic seaboard and favoring the formation of a committee to prepare an address, showing the advantages of Charleston as a terminal port to railroad lines seeking an outlet to the ocean, were adopted. Resolutions were

also adopted declaring Charleston's continued interest in the Blue Ridge Railroad, on which several millions of dollars have already been expended.

### Flint and Marquette Railroad.

The annual report of the business of this road for the past year shows to some extent the work that is being done through its agency in opening up the large tract of country in Northern Michigan through which it passes. The land sales for the year, which also includes timber and several village lots sold, amounted to \$783,691 12, and the number of acres to 38,642. The sales of land were at an average of \$19 25 per acre. The cash collections of the land department were \$331,544-65, and the outstanding and unpaid notes received for land sales amounted to \$798,243 08. An important feature in the development of this road is the extension of spur tracks for logging purposes. From one branch extending 15 miles, near Farwell, 40,000,000 feet of logs will be handled the next five months.

The business of the road also shows a marked improvement over the previous year, the gross earnings during 1879 being \$1,170,900 47 against \$1,081,148 66 in 1878. The increase of earnings in 1879 over 1878 was \$89,752 81, and the increase since the year 1880 opened is still greater, the earnings for the first two weeks of January being \$46,208 40, a gain of \$13,028 75 for 12 days—over \$1,000 a day.

During the year the Company purchased 10,000 tons of steel rails at the low price of \$14 85 per ton, which at the present price effects a saving of \$200,000. Twenty-two miles of steel rails were laid the past six weeks, and by the first of July the road will have 200 miles of steel track.—[Detroit Price Current.

### Delaware, Lackawanna and Western R. R.

The Delaware, Lackawanna and Western Railroad Company has made its annual report for the year 1879, of which the following is a condensed statement:

Gross earnings from all sources.....	\$19,941,290 98
Less expenses.....	16,131,839 20
Balance net earning.....	\$3,810,451 78
Deduct interest on the bonds and rentals leased roads.....	3,624,430 66
Actual profit for year ending December 30, 1879.....	\$186,021 07
Add surplus income to December 31, 1878.....	4,346,125 01
	\$4,532,146 08

By order of the Board of Managers the entire cost of the change of gauge, heretofore kept as an asset, and, consequently, included in the surplus income of past years, has been entirely written off the books of the company, namely, \$873,809 08, leaving income account surplus, December 31, 1879, \$3,658,337 05. The coal tonnage moved in 1879 was 3,968,101 tons.

### New York, Connecticut and Eastern R. R.

The New York, Connecticut and Eastern Railroad Company has been organized by the election of the following directors and officers: President, George L. Clark, of Providence; Vice President, Amos M. Kidder, of New York; Treasurer, Cornelius V. Sidell, of New York; Directors: B. Lands, Francis W. Ford, Sheldon Collins, H. Walter Webb, James S. Leeds, Charles D. Ingersoll, H. C. Hepburn, H. R. McElligatt and David Lydig. The object of the company is to build a road from this City to New Haven, through the towns of Greenwich, Stamford, Darien, Norwalk, Westport, Fairfield, Bridgeport, Stratford, Hunt-

ington, Milford, Orange, and others. A union will be made with the Derby Road at Allingtown, two miles from New Haven. The total length of the road will be somewhat over 48 miles, and its estimated cost, exclusive of rolling stock, is \$8,000,000. The capital of the company is \$4,000,000. It is organized under the general railroad act passed by the Connecticut Legislature. According to the survey the projected line runs far enough in the interior of Connecticut to avoid crossing any navigable streams, and there will consequently be no necessity to apply to that State for permission to erect bridges. It is intended to proceed with the construction of the road as soon as possible.

The hull of the mammoth iron ferry boat for the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroad Companies is approaching completion at the Harlan & Hollingsworth Company's works, at Wilmington, Delaware, and will be ready to launch in a few weeks. The boat is about 325 feet long, and designed to transport a full train of passenger or twenty-seven freight cars across Baltimore harbor, between Canton and Locust Point. The same company are to build a new ferry boat, of wood, to ply between Washington and Alexandria, Va.

The gross earnings of the railroads of Wisconsin for the year 1879, amounted to \$26,965,435 81; operating expenses, \$14,274,429 21 (52 per cent); excess of earnings over expenses, \$12,691,006 60, a gain in earnings of \$510,604 19, and a decrease in expenses of \$276,465 47 over the previous year, making an increase in earnings of \$786,070 53. The present railroad mileage of Wisconsin is 2,896 miles.

The Governing Committee of the New York Stock Exchange have placed on the regular list the following bonds of the Wabash, St. Louis and Pacific Railway Company: \$500,000 Hannibal and Naples first mortgage 7 per cent bonds, and \$264,000 Clarinda Branch or Omaha extension (St. Louis, Kansas City and Northern issue) first mortgage 6 per cent gold bonds.

Messrs. Fisk & Hatch have issued the seventh edition of their pamphlet entitled "Memoranda Concerning Government Bonds," which brings all information of interest to investors respecting these securities down to date. This little book is valuable for reference to all concerned in the securities of the Government.

In the Court of Common Pleas, at Akron, Ohio, on the 3d inst., Judge Tibbals overruled the objections of the United States Rolling Stock Company and other parties, and issued an order confirming the recent sale of the Atlantic and Great Western Railroad. This removes the last hindrance to the reorganization of the road.

Connection was made on the 3d inst. between the eastern and western sections of the Grand Trunk Company's western road, and an engine was run over the new track. The company's system now extends from Chicago to the Atlantic Ocean.

The City Council of Petersburg, Va., have voted to sell 3,235 shares of Petersburg and Weldon Railroad stock held by the city and valued



at \$165,000, which was subscribed when the road was built.

#### Imports and Exports.

The chief of the bureau of statistics, in his sixth monthly statement for the current fiscal year of the imports and exports of the United States, shows that the excess of exports over imports of merchandise, stated in specie values, was as follows:

Month ended Dec. 31, 1879.....	\$21,040,734
Month ended Dec. 31, 1878.....	35,965,061
Six months ended Dec. 31, 1879.....	136,313,866
Six months ended Dec. 31, 1878.....	149,625,065
Twelve months ended Dec. 31, 1879.....	251,350,477
Twelve months ended Dec. 31, 1878.....	306,279,590

The excess of imports over exports of gold and silver coin and bullion was as follows:

Month ended Dec. 31, 1879.....	\$5,873,754
Month ended Dec. 31, 1878.....	252,387
Six months ended Dec. 31, 1879.....	75,015,997
Six months ended Dec. 31, 1878.....	2,942,164
Twelve months ended Dec. 31, 1879.....	67,372,392
Twelve months ended Dec. 31, 1878.....	2,002,543

The control of the New York and Oswego Midland Railway was transferred, at 12 o'clock last Saturday night, by Receiver Abram S. Hewitt and John G. Stevens to the New York, Ontario and Western Railroad Company. C. N. Jordan, President of the new company, has appointed the Secretary of the company, Theodore Houston, General Manager of the road.

The report of the trustees of the sale of the Eastern Shore (Md.) Railroad as made some months ago, was finally ratified and confirmed in the United States Circuit Court on the 30th ult.

Track laying commenced on the Ohio and West Virginia Railroad, at Logan, Ohio, on the 27th ult.

The last rail of the Indianapolis, Decatur and Springfield Railroad was laid at a point eighteen miles west of Indianapolis on the 29th ult.

Passenger and freight trains are now running regularly on the Pittsburgh and Western Railroad.

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THE LAKE SHORE AND MICHIGAN SOUTHERN  
RAILWAY CO., TREASURER'S OFFICE,  
ROOM NO. 47, GRAND CENTRAL DEPOT,  
NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Monday, the 6th day of February next.  
E. D. WORCESTER, Treasurer.



**Speculative Inflation on the Paris Bourse.**

This country has not been an exception in the speculative mania of 1879, as will be seen below:

The course of values in Paris is illustrated by the following statement of the market value of about one hundred of the principal stocks dealt in on the Paris Bourse at the prices of the 31st December last compared with the same date of the previous year.

	Decrease, France.	Increase, France.
French rente .....		808,641,887
French credit company's .....		275,418,750
French railway shares.. 27,000,000		127,181,250
Divers French shares.. 4,382,970		71,111,000
French railway bonds. ....		516,709,000
Divers French bonds.. 6,977,269		15,122,559
Foreign Gov. funds... 35,402,065		689,988,830
Foreign railway shares 6,875,000		96,579,000
Foreign railway bonds. 8,161,500		152,725,700
Foreign credit co.'s.....		78,575,000

Total ..... 88,218,334 2,827,047,776

Net increase ..... 2,738,829,442

The decrease of 27 millions in the value of French railway shares represents the depreciation in those of the Orleans Company, from apprehensions of the purchase of the entire system by the State. In Germany the result of the prospect of State purchase has been directly opposite, the Berlin Bourse having run into the wildest of "bull" speculations upon that prospect.

The Bradford (Penn.) Era says that during the month of January 220 wells, with a production of 5,944 barrels, were completed in the Bradford region alone, five of them being dry holes. In the entire oil regions, including Bradford, 1,889 wells are in progress, and 245 have been completed during the month, nine of them being dry holes. The increase over the December showing is very marked, and may result in a lower price for oil during the coming two months.

The Piedmont and Potomac Coal and Railroad Company has been organized on a charter obtained some years ago, with Hon. H. G. Davis, president, and Alex. Shaw, John Shaw, N. B. Holt, T. B. Davis and U. B. McCandlish, directors. This is a road to be built as a feeder to the Baltimore and Ohio railroad from some point near Bloomington to the Elk Garden coal region.

The Ontario Silver Mining Company produced \$89,868 73 silver, assay value, for the first 23 days of January, during which time the mill was stopped for 8 days. The following is the ascertained gold product of three of the Black Hills mines for the first clear up of January, about one-third of the month: Homestake, \$37,045 39; Deadwood, \$12,260 15, and Golden Terra, \$19,257 84.

The Wilkesbarre (Penn.) Leader says that the Lehigh and Eastern Railroad Company are constructing a railroad from Tomhicken, in Southern Luzerne county, to Port Jervis, N. Y., where it will connect directly for New York. This will be an additional outlet for lower Luzerne coal to the New York market.

The gross earnings of the Philadelphia and Erie Railroad Company for the month of December, 1879, were \$304,055 88; expenses, \$187,587 91; net earnings, \$116,467 92. The net earnings for the year 1879 were \$961,549 74; do, for

the year 1878, \$876,111 66—increase for 1879, \$85,438 08.

**Providence and Worcester Railroad.**

From the report of this company for the year ending September 30, 1879, we learn that the income during that time was \$919,852 25, the expenses \$569,507 05, and the net earnings \$350,345 20. It has been decided to remove the repair shops to Valley Falls. The estimated cost of the removal and construction of the necessary buildings and machinery, and the necessary alterations of the premises in Providence (now occupied by the machine and repair shops), to make them available for freight purposes, will amount to about \$100,000, which expenditure may cover a period of three years, or a shorter period, if, in the opinion of the Board the removal and construction can be, with a due regard to economy and convenience, perfected sooner. This removal of the machine and repair shops will add greatly to the facilities in handling freight at the Providence terminus. During the year over \$50,000 has been expended in improvements on the road, including the laying of 750 tons of steel rails, and 2050 tons are to be laid the coming year. Contemplated improvements to be made during the coming fiscal year will require a large outlay of money, and in order to make them without in any way increasing the debt of the company, it is the purpose of the Board of Directors to pay the cost thereof out of the earnings of the road and charge them to operating expenses.

OFFICE OF THE ONTARIO SILVER MINING CO.,  
31 BROAD ST., NEW YORK, Feb. 5, 1880.

**DIVIDEND NO. 52.**

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for January, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 16th inst. Transfer books close on the 10th inst. H. B. PARSONS, Assistant Secretary.

NEW YORK, February 2, 1880.

THE STANDARD CONSOLIDATED MINING COMPANY, have this day declared their regular monthly dividend of

**FIFTY CENTS PER SHARE,**

payable February 12th, at the Agency of the Nevada Bank, No. 63 Wall-st., New York.

Transfer-books close on the 6th inst., and re-open on the 13th inst. M. R. COOK, Vice-President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
New York, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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Attorney and Counsellor at Law,  
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80 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

**REFERENCES:**

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

Lazard Freres, Bankers, 65 Pine Street, New York.

Sutro Tunnel Company, San Francisco, California.

**TO MINE OWNERS.**

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

**WILLIAM EUCLID YOUNG,**

(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

Office 60 Broadway, N. Y.

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MANUFACTURER OF

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THE DI-ELECTRICAL PROPERTIES OF KERITE have been thoroughly tested, and its superiority over all other kinds of insulation fully demonstrated.

**ITS DURABILITY**

has been demonstrated beyond question in practical use of hundreds of miles of Kerite-covered wires by the Fire Alarm and Telegraph Companies. In New York it has been largely used for the last ten years, under all conditions and exposures; the resistance now is as great as when first exposed.

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Kerite is not affected by extremes of heat and cold, or by exposure to the heat or sun; endures long continued heat below 200° Fahrenheit, may be safely immersed in boiling water, is unchanged by being placed in the ground; corrosive elements in the earth do not act upon it; acids act very slowly, only to oxidize the surface; bears exposure to not strong solution of alkalis; does not suffer by injury by destructive insects of land or water, and can be stored in tropical climes without change of insulation.

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commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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